AGENTS FOR THE CHINA MAIL.

Cannon Street, E.C.

ourne and Sydney.

& Co. Manila.

APOTHEUARIES Co., Colombo.

& Co, 36, Rue Lafayette, Paris.

AUSTRALIA, TASMANIA, AND NEW

SINGAPORE, STRAITS, &o.: -SAYLE &

UHINA :- Macao, F. A. DE CRUZ. Swa-

rond & Co., and Kelly & Co.

Co., Square, Singapore. C. Heinszen

tow, Quelch & Co. Amoy, N. Moalle.

Foochow. HENGE & Co. Shanghai,

LANE, CRAWFORD & Co., and KELLY

& WALSH. Yokohama, LANE, CRAW-

Banks.

NOTICE.

SAVINGS' BANK.

.-The business of the above Bank will

be conducted by the Hongkong and

Shanghai Banking Corporation, on their

premises in Hongkong. Business hours

on week-days, 10 to 3: Saturdays, 10

at one time will not be received. No

depositor may deposit more than \$2,500

\$100 or more at their credit may at

2.—Sums less than \$1, or more than \$250

3.—Depositors in the Savings' Bank having

at 5 per cent, per annum interest.

6.—Correspondence as to the business of

7. - Withdrawals may be made on demand.

HONGKONG & SHANGHAI BANKING

CORPORATION.

COURT OF DIRECTORS.

Chairman-M. GROTE, Esq.

Deputy Chairman-C. D. Borromley, Esq.

Hon. J. Bell Irving. | E. H. M. Hunting-

CHIEF MANAGED.

TON, Esq.

A. Molver, Esq.

the Bank if marked On Honokona

Savings' Bank Business is forwarded free

by the various British Post Offices in

but the personal attendance of the

For the

HONGKONG & SHANGHAI BANKING

JOHN WALTER.

Acting Chief Manager.

depositor or his duly appointed agent, and the production of his Pass-Book

in any one year.

their daily balances.

ning of July.

are necossary.

W. H. F. Da' by, Esq. 📗

H. Hoppius, Esq.

Hongkong and China.

Hongkong, June 7, 1884.

TINDERSHIRTS and DRAWERS.

Business Notices.

Summer!

ARE NOW SHOWING NEW GOODS IN THEIR

GENTLEMEN'S OUTFITTING DEPARTMENT.

Intimations.

LONDON :- F. ALGAR, 11 & 12; Clement's Lanc, Lombard Street, E. C. GEORGE NOTICE. STREET & Co., 30, Cornhill. GORDON & Goton, Ludyate Circus, E.C. Bates Hendy & Co., 37, Walbrook, E.C. COMPANY, LIMITED. SAMUEL DEACON & Co., 150 & 154, Leadenhall Street. W. M. WILLS, 151,

PARIS AND EUROPE:—Amedet Prince the Company's FOREMEN should be at NEW YORK :-- ANDREW WIND, 21, Park HEAD OFFICE, No. 14, Praya Central, will SAN FRANCISCO and American Ports receive prompt attention. overally: BEAN & BLACK, San Fran-

In the Event of Complaints being found necessary, Communication with the Undersigned is requested, when immediate steps ZEALAND:-Gordon & Gotch. Melwill be taken to rectify the cause of dis-OEYLON :- W. M. SMITH & Co., THE satisfaction.

> Serretary. Hongkong, August 25, 1885.

DENTISTRY.

FIRST CLASS WORKMANSHIP. MODERATE FEES.

Surgeon Dentist, TERLY ASSISTANT TO DR. ROCERS,)

Sole Address 2, DUDDELL STREET.

PUNJOM AND SUNGHIE DUA SAMANTAN MINING COM-PANY, LIMITED.

HOLDERS of the above Company Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months | that in pursuance of Article 11 of the Company's Articles of Association a FINAL CALL of \$5 PER SHARE will be made on 4.—Interest at the rate of 3½ per cent. per annum will be allowed to depositors on the 3rd day of June, 1887, Payable at the HONORONG AND SHANGHAI BANKING COR-6.—Each Depositor will be supplied gratis | PORATION.

Books but should send them to be The Transfer BOOKS of the Company written up at least twice a year, about | will be CLOSED from the 27th May to the the beginning of January and begin- 3rd June, 1887, both days inclusive.

Secretary.

D. K. GRIFFITH & Co., TTHE LONDON AERATED WATERS

1, DUDDELL STREET, CONTINUE TO SUPPLY

SODA WATER, TONIC WATER, SELTZER WATER, Sansapabilea.

SPECIAL RATES TO LARGE

PAID-UP CAPITAL,.....\$7,500,000 Hougkong, May 6, 1887. RESERVE FUND,.....\$4,500,000 RESERVE LIABILITY OF PRO-

Notice of Firm.

NOTICE.

H. L. DALBYMPLE, Hon. A. P. McEWEN. Hon, F. D. Sassoon, December, 1886. Mr. JACOB RUFF has been authorized to Sign our Firm per Procuration from this

Hongkong THOMAS JACKSON, Esq. Acting Chief Manager-John Walter, Esq. MANAGER. Shanghai,.....Ewen Camenon, Esq. LONDON BANKERS. - London and County

> Bank.HONGKONG. INTEREST ALLOWED.

N Current Deposit Account at the rate of 2 per cent, per annua on the daily balance.

On Fixed Deposits:-For 3 months, 3 per cent. per annum. 4 per cent. ő per cent. "

LOCAL BILLS DISCOUNTED. Oredits granted on approved Securities. and every description of Banking and Exchange business transacted. Drafts granted on London, and the chief Commercial places in Europe, India,

JOHN WALTER Acting Chief Manager. Hougkong, February 26, 1887.

Australia, America, China and Japan,

Intimations.

NOTICE. MHE Undersigned are Sole Agents for Hongkong and Manila for the Sale of THE MONTSTRRAT LIME JUICE,

THE MONTSERRAT LIME JUICE CORDIALS. A. S. WATSON & Co., LD. Hongkong, May 3, 1887.

CHAS. J. GAUPP & Co., Ohronometer, Watch & Olock Makers, Jewellers, Gold & Silversmiths NAUTICAL, SCIENTIFIC AND METEOROLOGICAL

INSTRUMENTS. VOIGTLANDER'S CELEBRATED BINOCULARS AND TELESCOPES. RITORIE'S LIQUID AND OTHER COMPASSES. ADMIRALTY & IMRAY CHARTS.

NAUTICAL BOOKS. English SILVER & ELECTRO-PLATED WARE. Christofe & Co.'s ELEUTRO-PLATED WARE. GOLD & SILVER JEWELLERY. in great variety.

DIAMONDS - AND -DIAMOND JEWELLERY. A Splendid Collection of the Latest London PATEERNS, at very moderate prices. 742

號六十月五年七十八百八千一英

HONGKONG AND WHAMPOA DOCK

CHIPMASTERS and ENGINEERS are respectfully informed that, if upon their arrival in this Harbour, NONE of hand, Orders for REPAIRS if sent to the

D. GILLIES,

MR. WONG TAI-FONG.

(FORMEBLY ARTICLED APPRENTICE AND LAT-T the urgent request of his European A and American patients and friends, has TAKEN THE OFFICE formerly co-TO ULES OF THE HONGKONG cupied by Dr. ROCERS. No. 2. DUDDELL STREET.

CONSULTATION FREE.

Discount to missionaries and families. (Next to the New Oriental Bank.)

Hongkong, January 12, 1835.

TOTICE is hereby given to the SHARE. their option transfer the same to the

with a Pass-Book which must be pre-And further that INTEREST at the Rate sented ith each payment or with- of 10 PER CENT. per Annum will be Charged drawal. Depositors must not make on ALL Calls which shall remain UNPAID any entries themselves in their Pass- after the 3rd day of June, 1887.

A. O'D. GOURDIN.

Hongkong, April 16, 1887.

MANUFACTURERS,

Their popular AERATED DRINKS, viz :

LEMONADE, GINGERADE, RASPBERRYADE, de., &c., &c.

CONSUMERS.

THE INTEREST and RESPONSIBILITY of SIEMSSEN in our Firm CEASED on the Continental languages are spoken. 24th November, 1886, and that of Mr. PAUL GERHARD HUBBE on the 31st

SIEMSSEN & Co.

Hongkong and China, 14th February, 1887.

Notices to Consignees.

STEAMSHIP ANADYR.

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

MONSIGNEES of Cargo from London, Antwerp and Havre, ex S.S. Indus and Romanul, in connection with the above Steamer, are hereby informed that their Goods-with the exception of Opium, Treasure and Valuables-are being landed and stored at their risk at the Company's Godowns, whence delivery may be obtained immediately after landing.

Optional Cargo will beforwarded on, unless intimation is received from the Consignees before 10 a.m. To-MORROW (Saturday), the 4th May, requesting it to be landed here. Bills of Lading will be countersigned by the Undersigned.

Goods remaining unclaimed after SATUR. Baxter's Colebrated 'Barley Bree' DAY, the 21st May, 1887, at Noon, will be subject to rent, and landing charges at one cent per packet per diem. All Claims must be sent in to me on or before Monday, the 23rd May, 1887, or they will not be recognised:

No Fire Insurance has been effected. G. DE CHAMPEAUX,

Hongkong, May 13, 1887.

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES. MONSIGNEES of the following Cargo are requested to send in their Bills of Lading to the Undersigned for counter-signature, and to take immediate delivery. This Cargo has been landed and stored at

their risk and expense. No Fire Insurance has been effected. Ex Labourdonnais and Melbourne. Q S (in diamond), 1/3-3 cases Chisels, Augers, &c., from London, consigned to Order.

Hongkong, April 14, 1867.

G. DE CHAMPEAUX. Apply to GILMAN & Co. Agent.

Gentlemen's Outfilling. . NEW SHIETS. NEW COLLARS. NEW VESTS. * New Drawers. NEW BATHING DRAWERS.

NEW STAIR OIL CLOTHS. NEW TABLE LINEN. NEW TABLE NAPKINS. NEW SHEETINGS. NEW TAPESTRIES. NEW DOOR MATS. NEW HEARTH RUGS. BATHING TENTS. &c., &c. &c.

*For Sale.

NEW FLOWERS.

NEW FEATHERS.

New AIGRETTES.

To Let.

Furnishing Department.

NEW FLOOR OIL CLOTHS.

FOR SALE. ULES MUMM CHAMPAGNE, Quarts......\$20 per Case of 1 doz. Pints......\$21 n n 2 n Dubos Frères & de Gernon & Co.'s

BORDEAUX CLARETS AND WHITE WINES. WHISKY, -\$77 per Case of 1 doz

GIBB, LIVINGSTON & Co. Hongkong, July 18, 1884.

To Let.

TO BE LET.

VERY COMFORTABLE FURNISHED HOUSE. Commanding extensive Sea View, and very Cool in Summer,

Apply at THE HONGKONG DISPENSARY. Hongkong May 4, 1887.

> TO LET. (With Early Possession,)

THE DESIBABLE RESIDENCE GREENMOUNT, Situated on the BONHAM ROAD.

Hongkong, March 17, 1887.

Twenty Dollars on Allotment and the Balance when and as the Directors may think fit.

including MANY NOVELTIES in :-Fancy and Plain SUMMER HALF-HOSE. New LAWN TENNIS JERSEYS. SILK and WOOL and SILK TENNIS SHIRTS. Fancy CAMBRIC SUARVES and TIES.

The Newest SUMMER ORAVATS. BATHING COSTUMES and DRESSES. Ladies' Fancy BATH WRAPS. BATH TOWELS and SPONGES. UMBRELLAS and RAIN COATS. Ladies' WATERPROOF CLOAKS.

LANE, CHAWFORD & Co.'s S ecial Extra Thin CAMBRIC SHIRTS. LANE, CRAWFORD & Co.'s 'TROPICAL' FELT HATS. TERAI, SOFT FELT, and TENNIS HATS. SUN HATS and STRAW HATS.

A full Assortment of SUMMER BOOTS, TENNIS SHOES, and TENNIS BATS, LANE, CRAWFORD & Co.

Hongkong, May, 1887. QUEEN'S ROAD CENTRAL, HONGKONG.

J. COOK, Proprietor. THE HOTEL IS CENTRALLY SITUATED AND WITHIN A FEW MINUTES' WALK FROM THE PRINCIPAL LANDING PLACES. GOOD ACCOMMODATION FOR VISITORS. CHARGES MODERATE.

TIFFIN at 1 o'Clock ... DINNER at 7.30. VENTILATED ss WELL BILLIARD ROOMTIFFIN 50 CENTS. DINNER 75 CENTS. WINES. SPIRITS AND MALT LIQUORS OF THE VERY BEST QUALITY ONLY.

Hongkong, April 1, 1887.

Tailors, Hatters, Shirtmakers & General Outsitters,

QUEEN'S ROAD (OPPOSITE HONGKONG HOTEL). LATE ARRIVALS.

OUR SPRING STOCK OF

MENTLEMEN'S SHIRTS and COLLARS, UNDERVESTS,

PANTS and HALF-HOSE. BOOTS and SHOES.

CHRISTY'S FELT, TERAI and STRAW HATS, UMBRELLAS,

HANDKERCHIEFS, &c. Hongkong, April 6, 1887.

Victoria Hotel, Praya and Queen's Road Central, Hongkong.

THIS Extensive and well-appointed Establishment, situated in one of the most central and airy positions in the Colony and commanding a splendid view of almost the entire harbour and within five minutes' walk of the principal Government Offices (including the Post Office), Banks, &c , has recently been much enlarged and improved and is now one of the principal Horses in the place. The ROOMS are spacious, well ventilated and have just been refurnished in a most comfortable and handsome manner, suited to the requirements of the Far East. The Accommodation and Service of every kind will be found to be of the best description. An ample and varied TABLE D'HOTE is always provided and served in the spacious, large DINING HALL.

The HOTEL also contains handsome and comfortable Reception, READING, BILLIARD and Smoking Rooms. the late Mr. GEORG THEODOR The HOTEL is unsurpassed for comfort, convenience and quick service.

Messrs. DORABJEE & HING KEE. Proprietors.

Hongkong, September 16, 1885.

Ladies' Department. NEW HATS. NEW BONNETS.

NEW BATH BLANKETS. NEW MACINTOSHS'.

NEW WINGH. NEW LACES. NEW RIBBONS. NEW-UMBRELLAS. BOOTS AND SHOES. &c., &c., &o.

NEW SILK GLOVES. NEW BOOTS AND SHOES. VICTORIA EXCHANGE, April 23, 1887. (T E L E P F O N E 21).

TO BE LET. (With Early Possession.) DISNEE VILLA'-PORFULUM

SHARP & Co., Estate Agents. Hongkong, April 9, 1887.

> OFFICES-TO BE LET. A T No. 38, QUEEN'S ROAD CENTRAL With COMPRADORE'S ROOMS

and Entrance in STANLEY STREET. Apply to HONGKONG DISPENSARY Hongkong, March 14, 1887.

TO LET.

TOOMS in 'COLLEGE CHAMBERS.' IV No. 16, HOLLYWOOD ROAD. Apply to DAVID SASSOON, SONS & Co. Hongkong, March 23, 1887.

WASHING BOOKS. (In English and Chinese.) WASHERMAN'S BOOKS, for the use of Ladies and Gentlemen, can now be had at this Office .- Price, \$1 each. CHINA MAIL Office.

Prospectus.

THE SHARK FISHERY COM-PANY, LIMITED. in 1,200 Shares of \$25 each, payable

> Directors: G. DE CHAMPEAUX, Esq. J. C. ROSSELET, Esq. G. F. GRAHAM, Esq.

Secretary: MR. J. WILLMOTT.

THE HONGKONG AND SHANGHAL BANKING CORPORATION.

Solicitors:

MESSES. WOTTON & DEACON.

Company's Office: No. 36, QUEEN'S ROAD, HONGKONG. ABRIDGED PROSPECTUS: THE Company was incorporated as a

Company, Limited, by Shares on the 30th April, 1887, for carrying on a Fishery for SHARKS and other MARINE PRODUCTS, such as TORTOISE SHELL and BECHE-DE-MER. The WHITE SHARK is a Product of Great Commercial Value on account of its Fins which are used as food by the Chinese, the Oil which is prepared from its Yum-Yum (Three

liver, and its skin. There is a region in the Pacific Ocean where these Sharks abound in such numbers that there is little doubt of the success of an expedition for their capture. The Company will acquire and fit a suitable vessel and have secured the services of

expedition. This Gentleman has full knowledge of the habitat of the Species of this Fish. In lieu of a fixed salary, Captain WALKER will receive the percentage presently shown, and will himself pay the salaries of the First, Second and Third Officers. The Crew will receive a guaranted minimum for wages and

the bonus or precentage presently men-Provisions and outfits for a voyage estimated for one year from departure will be

The Campany have agreed, in consideration of Captain WALKER'S preliminary services and of his disclosing the scene of operations, to allot him 200 fully paid-up

The following figures give the estimated yield of the fishery. 1200 Shares of \$25 each. of which \$20 each will

...830,000

Estimated cost of ship and outfit, apparatus, stores, insurance, advance, wages to Crew &c.....\$20,000
Preliminary expenses & 5,000
contingencies5,000

Bonus to Capt. Walker. 5,000 Estimated Revenue. Proceeds of 200 tons (50.400 Gals) shark liver oil at \$80 per ton 16,000 The fish producing this quantity of oil will yield 500 piculs superior fins at \$80..... 40,000

be paid on allotment...

kins, tortoise shell, bechedemerand sundries are not valued, although they may be expected to produce about \$10,000..... Estimated Expenditure. Landing sorting, and

Agent's Commission on Sales 121 per cent 7,000 Seamen's wages...... 6,000 Office and running expenses, ssy..... 3.000 Balance carried down. 40,000 \$56,000

Balance brought down......40,000

Deduct 10 per cent of this balance for crew..... \$36,000 Thirty per cent. on \$36,000 for Captain and Officers..... 10,800

Depreciation of Property Net balance of Profits .. 20,200 The sum of \$20,200 would be at the disposal of the Shareholders, and should the venture be then closed there would be, it is estinated, \$10,000 worth of proporty, the depreciation fund of \$5,000, and the above

If the venture should be resumed a sum of about \$7,000 would be required to refit and reman the ship, &c., and a reserve of \$2,500 to cover further depreciation could be kept. The balance would suffice for a dividend of about 30 per cent on Capital The only agreements in existence affecting the undertaking are an agreement dated the 10th May 1867, between Mr. G. DE CHAMPEAUX, on behalf of the Company, and Captain WALKER, whereby the latter was appointed leader of the expedition upon the terms therein contained, and an agreement of the same date between Mr. DE CHAM PEAUX, on behalf of the Company, and Mr. JOHN WILLMOTT, whereby the latter was appointed the Secretary of the Company. Both these agreements are open to inspection at the Company's office, where Copies of the Prospectus and Forms of application for Shares can be obtained and a copy of the Memorandum of Association seen:

Hongkong, May 11, 1887. Not Responsible for Debts.

inclusive of the 20th May, 1887.

Meither the Captain, the Agents, nor Owners will be Remonsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour ;-Eudona, British barone, Captain C. E. Fulton.—Chinese. GENERAL WERDER, Germ. str., Capt. W. von Schuckmann. -- Melchers & Cc.

WACHUSETT, American ship, Capt. O. C. Oakland .- Order, WYVEEN British steamer, Captain J. Brotherton, -Siemesen & Co.

Entertainment.

CITY HALL, HONGKONG.

TO-MORROW EVENING the 17th May, 1887. C'ALINGER'S ENGLISH OPERA

BOUFFE COMPANY. Business Manager, - - Mr. N. SALINGER Stage Manager, - - . . A. RIGBY.

Grand Production of GILBERT and SULLIVAN'S LATEST JAPANESE COMIC OPERA in Two Acts, 'THE MIKADO,

'THE TOWN OF TITIPU,'

In its Entire Originality. The Mikado of Japan . Mr F. D'Este. Nanki Poo-His son, disguised as a wander-" A. Faucett. ing minstrel and in love with Yum-Yum Ko-Ko-Lord High Arthur Rigby. Executioner of Titipu Pooh Bah-Lord High " H. Salinger. everything else - -Pish Tush—A Noble n G. C. Wilson.

Sisters. Pitti-Sing in Elsa Wilson. Wards of Peep-Bo Ko-Ko " Alice Emmett. Katisha—An elderly lady in love with } " Tilly Saroney Nanki Poo - - - -CHORUS OF NOBLES, GUARDS, &C. Captain F. D. WALKER as leader of the SYNOPSIS OF SCENERY.

Miss Lena Salinger

Lord - - -

RESIDENT. Act II. Ko-Ko's Garden.

Act I.

COURT YARD OF KO-KO'S OFFICIAL

The beautiful New and Costly Dresses are Masterpieces of the Japanese Tailoring Art, and have been made especially for this Company by the Leading Court Tailor of Tokio, and represent carefully the Ancient Costumes of Old Japan. SPLENDID NEW SCENERY, CHORUS OF JAPS,

Musical Director ... Mr. H. W. Powys Wood. Daylight. Leader of Orchestra Mr. C. SCHROEDER. PRICES OF ADMISSION : Dress Circle and Stalls,

Back Scats,

of the Hall may be seen.

Price, to Back Seats only. To avoid disappointment secure your Scats | (Calling at PORT DARWIN, QUEENS-Reserve Seats may be booked at Messrs. KELLY & WAISH'S, LIMITED, where a Plan

Military and Sailors in uniform, Half

Doors open at 8.30. Commence at 9 p.m. Hongkong, May 16, 1887.

Steamers.

DOUGLAS STEAMSHIP COMPANY. LIMITED. 56,000 FOR SWATOW, AMOY & FOOCHOW The Co.'s Steamship Captain Pocock, will be despatched for the above

Ports on TUESDAY, the 17th Instant, at For Freight or Passage, apply to DOUGLAS LAPRAIK & Co., General Managers. Hongkong, May 14, 1887.

FOR SHANGHAL The Steamship Captain T. W. STARLING, will be despatched for the above Port on TUESDAY, the 17th Inst., For Freight or Passage, apply to SIEMSSEN & Co.

Hongkong, May 14, 1887.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED. FOR SWATOW, CHEFOO, TIENTSIN AND NEWCHWANG. The Co.'s Steamship Captain Leask, will be despatched as above on HURSDAY, the 19th Instant, at Noon.

For Freight or Passage, apply to

Hongkong, May 13, 1887. THE BEN LINE OF STEAMERS. FOR YOKOHAMA AND KOBE. The British Steamer Benlaria,
Captain Chark, will be
despatched as above on

JARDINE, MATHESON & Co.,

General Managers.

Applications for Shares will be received by the Company's SECRETARY up to and or about the 19th Instant. For Freight or Passage, apply to GIBB, LIVINGSTON & Co., 899 Agents. Hongkong, May 11, 1887,

GLEN LINE OF STEAM PACKETS.

FOR NAGASAKI, KOBE AND

YOKOHAMA. The Steamship Glenariney, If red Captain Machineay, will heat of be despatched as above Life. on SATURDAY, the 21st Instant, at Noon. For Freight or Passage, apply to JARDINE, MATHESON & Co., Agents.

Hongkong, May 14, 1887. 1

Shipping.

Steamers. NORDDEUTSCHER LLOYD.

NOTICE.

STEAM TO YOKOHAMA, KOBE AND NAGASAKI. (Passing through the INLAND SEA.) The Co.'s Steamship General Werder. Capt. W. von Schuck-MANN, will leave for the

For further Particulars, apply to MELCHERS & Co.,

above Ports on or about the 20th Instant.

Hongkong, May 14, 1887 NORDDEUTSCHER LLOYD. NOTICE.

STEAM TO SHANGHAL The Co.'s Steamship Sachsen. Captain TALGER, will leave for the above place about 24 hours after arrival with the outward

For further Particulars, apply to MELCHERS & Co., Agents. Hongkong, May 14, 1887.

German Mail.

the next English Mail.

STEAM TO SHANGHAL The P. & O. S. N. Co.'s Steamship will leave for the above place about 86 hours after her arrival with

E. L. WOODIN Acting Superintendent. P. & O. S. N. Co. a Office, Hongkong, May 11, 1887.

Taking Cargo on through B/L to CHEMULPO and WLADIVOSTOCK. The P. & O. S. N. Co.'s Steamship Teheran will leave for the above

places on SATURDAY, the 21st May, at

E. L. WOODIN,

STEAM TO NAGASAKI, KOBE AND

УОКОНАМА.

(Passing through the INLAND SEA.)

Acting Superintendent. P. & O. S. N. Co.'s Office, Hongkong, May 11, 1887. THE GIBB LINE OF STEAMERS.

FOR SYDNEY AND MELBOURNE

LAND PORTS, and taking through Cargo for ADELAIDE, TASMANIA, NEW ZEALAND, &c.) The British Steamer Pathan. Captain Rowley, due shortly, with part Cargo from Japan, will be despatched as above at Daylight on SUNDAY, the 22nd Instant.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,

Managers.

Hongkong, May 11, 1887. FOR SINGAPORE, HAVRE AND HAMBURG, VIA SUEZ GANAL. (Taking Cargo at through rates to ANTWERP. AMSTERDAM. ROTTER-DAM, LONDON, LIVERPOOL

and BREMEN.)

The Steamship

SIEMSSEN & Co.,

Electra ... Captain L. MADSEN, will be despatched for the above Ports on MONDAY, the 23rd Inst. For Freight or Passage, apply to

Hongkong, May 14, 1887. FOR NEW YORK VIA SUEZ CANAL The Steamship

J. Thearle, Commander, will be despatched for the above Ports on or about the 30th Instant. For Freight or Passage, apply to ADAMSON, BELL & Co., Agents.

Hongkong, May 3, 1887, Insurances.

QUEEN FIRE INSURANCE COM-PANY. THE Undersigned are prepared to accept Risks on First Class Godowns at 1

NORTON & Co., Agents.

NOTICE.

Hongkong, May 19, 1881. LANCASHIRE INSURANCE COMPANY.

per cent, not premium per annum,

(FIRE AND LIFE. CAPITAL,-Two MILLIONS STERLING. THE Undersigned are prepared to grant Powers against the Risk of KIRE on Buildings or on Goods stored therein, on Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms

and Conditions Proposals for Life Assurances will be reserved, and transmitted to the Directors for their decision. If required, protection will be granted on first class Lives up to £1000 on a Single For Rates of Pramiums, forms of proposals or any other information, apply to

ARNHOLD, KARBERG & Co. Agenta, Hongkong to Canton. Hongkong, January 4, 1867.

Mails.

TAKING CARGO AND PASSENGERS TO JAPAN, CANADA, THE UNITED STATES, AND EUROPE,

VIA THE CANADIAN PACIFIC RAILWAY AND OTHER CONNECTING RAILWAY LINES & STEAMERS.

HIHE British Steamship ABYSSINIA, 3,651 Tons Register, ALEX MARSHALL, Commander, will be despatched for VAN-COUVER, B.C., via KOBE and YOKO-HAMA, on WEDNESDAY, the 18th May, To be followed by S.S. PARTHIA,

4th June, and S.S. BATAVIA, 25th These steamers, formerly in the CUNARD Service, lately received New Engines and Boilers, and can maintain a speed at sea of from 13 to 14 knots. Connection will be made at Yokohema

with Steamers from Shanghai and Japan Ports, and at Vancouver with San Francisco by the regular Steamers of the PACIFIC COAST STEAMSHIP COMPANY. The attention of through passengers is drawn to the fact of the Canadian Pacific Railway being the best built and most splendidly equipped line over constructed on the American Continent, and specially

adapted for Summer travelling. Consular Invoices for Goods to United States points should be made out in quadruplicate, and addressed to Mr. D. E. Brown, District Freight Agent, Vancouver, B.C., and sent to us. Freight will be received on hoard until

4 p.m. on the 17th Instant. All Parcels must be sent to our Office and should be marked to address in full; and the same will be received by us until 5 p.m. the day previous to sailing. For information as to Passage or Freight, of Registry Locality ADAMSON, BELL & Co.,

Agents. Hongkong, May 13, 1887.



STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, MALTA, GIBRALTAR,

BRINDISI, ANCONA, VENICE, PLYMOUTH, AND LONDON:

BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA. N.B.—Cargo can be taken on through Bills

of Lading for BATAVIA, PERSIAN PORTS, MARSEILLES. TRIESTE, HAMBURG, NEW YORK AND BOSTON. SPECIE ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM

NAVIGATION COMPANY'S Steam-ship 4 p.m. DECUAN, Captain Case, with Her Majesty's Mails, will be despatched from this for BOMBAY on THURSDAY, the 19th May, at 4 p.m. Cargo will be received on board until

10 a.m. on the day of sailing. Parcels and Specie (Gold) at the Office until Noon on the day of sailing. Tea, Silk and Valuables for Europe

will be transhipped at Colombo; General Cargo for London will be transhipped at Bombay, arriving one week later than by the ordinary direct route vid Colombo. For further Particulars regarding FREIGHT and PASSAGE, apply to the PENINSULAR & ORIENTAL STEAM NAVIGA-TION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment. Shippers are particularly requested to light, note the terms and conditions of the Company's Black Bills of Lading. Passengers desirous of insuring their baggage can do so on application at the Company's Office.

E. L. WOODIN, Acting Superintendent. Hongkong, May 11, 1887.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUGHING AT YORGHAMA, AND BAN FRANCISCO.

THE U. S. Mail Steamship CITY OF PEKING will be despatched for San Francisco, via Yokohama, on TUESDAY, the 24th May, at 3 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers. Through Passage Tickete granted

England, France, and Germany by all trans-Atlantic lines of Steamers. RETURN PASSAGES .- Passengers, who have paid full fare; re-embarking at San Francisco for China or Japan (or vice versa) within six months, will be allowed a discount INDO-CHINA STEAM NAVIGATION of 26 % from Return Fare; if re-embarking within one year, an allowance of 10 % will be made from Return Fare. Pre-Paid Return Passage Orders, available for one year, will be issued at a Discount of 25 % from Return Fare. These allowances do not apply

to through fares from China and Japan to Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m., same day 1 all Parcel Packages should be marked to address in full; value

of same is required. Consular Invoices to accompany Cargo destined to ports beyond San Francisco should be sent to the Company's Offices in Bealed Envelopes, addressed to the Collector of Customs at Ban Francisco.

For further information as to Passage and Breight, apply to the Agency of the Company, No. 50A, Queen's Road Central. C. D. HARMAN,

Hongkong, May 5, 1887.

SAILOR'S HOME. A PAPERS will be thankfully received at the Sailor's Home, West Point, Hongkong, July 25, 1878.

PERSEXERANCE LODGE OF HONOKONG, No. 1165.

Rogular MEETING of the above LODGE will be held in the FREE MASONS' HALL Zetland Street, THIS EVEN ING, the 16th Instant, at 8.30 for 9 p.m. VISITING BRETHREN are cordially INVITED. Hongkong, May 16, 1887.



THE following Particulars of SALE of CROWN LAND by Public Austion, to be held on the Spot, on MONDAY, the 6th day of June, 1887, at 4 p.tn., at Peak Road near the Albany, and at 5 p.m., at Richmond Road, are published for general information.

By Command, FREDERICK STEWART, Acting Colonial Secretary. COLONIAL SECRETARY'S OFFICE, Hongkong, 14th May, 1887.

Particulars of the Letting by Public Auction Sale, to be held on MONDAY, the 6th day of June, 1887, at 4 p.m., by Order of His Excellency the Officer Administering the Government, of 3 Lots of Crown Land, in the Colony of Hongkosg, for a term of 999 years.

Particulars of the Lots. Boundary E ft. ft. ft. ft.

near the | 75 200 500 410 94,375 404 8500 127 232 144 237 85,000 156 3260 280 230 200 200 48,760 224 2925 OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL. The Co.'s Steamship Capt. HANNAH, will be MORROW, the 17th Instant, at Daylight.

For Freight or Passaga, apply to

BUTTERFIELD & SWIRE, Hongkong, May 16, 1887.

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA VIA AMOY. The Co.'s Steamship Captain Talbor, will be Ports on WEDNESDAY, the 18th Inst., at

For Freight or Passage, apply to RUSSELL & Co., General Managers.

Hongkong, May 16, 1887.

OCEAN STEAMSHIP COMPANY. FOR SHANGHAI VIA AMOY. (Taking Cargo & Passengers at through rate for NINGPO, CHEFOO, NEW-

CHWANG TIENTSIN, HANKOW and Ports on the YANGTSZE.) The Co.'s Steamship Telemachus,
Captain Jones, will be
despatched as above on

WEDNESDAY, the 18th Instant, at Day-For Freight or Passage, apply to

BUTTERFIELD & SWIRE.

Hongkong, May 16, 1887. NETHERLANDS INDIA STEAM 805 NAVIGATION COMPANY, LIMITED

> FOR AMOY. The Co.'s Steamship

Capt. WILKENS, will despatched as above WEDNESDAY, the 18th Instant, at 4 p.m. For Freight or Passage, apply to JARDINE, MATHESON & Co., Hongkong, May 16, 1887.

OCEAN STEAMSHIP COMPANY. FOR SHANGHAI. (Taking Cargo & Passengers at through rates for NINGPO, CHEFOO, NEW-

OHWANG, TIENTSIN, HANKOW and Ports on the YANGTSZE.) The Co.'s Steamship Capt. Thompson, will Patroclus. SUNDAY, the 22nd Instant. For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Hongkong, May 16, 1887.

COMPANY, LIMITED:

FOR SHANGHAL (Taking Caryo and Passengers at through rates for CHEFOO, TIENTSIN, NEW-CHWANG, HANKOW and Ports on the YANGTSZE.) The Co.'s Steamship Kutsang.

Captain Jackson, will be despatched as above on WEDNESDAY, the 18th Inst? at 4 p.m. For Freight or Passage, apply to JARDINE, MATHESON & Co.,

General Managers. Hongkong, May 16, 1887.

OCEAN STEAMSHIP COMPANY. FOR LONDON VIA SUEZ CANAL The Co.'s Steamship

Capt. Bremner, will be despatched as above on MONDAY, the 23rd Instant For Freight or Passage, apply to BUTTERFIELD & SWIRE. Agenta,

Honglong, May 16, 1887.

To-day's Advertisements. To-day's Advertisements.

THE SUANGHAL MARINE ENGINEERS' MUTUAL INSURANCE SOCIETY, LIMITED.

INHE Undersigned has been appointed SUB-AGENT at this Port for the above Society.

By Order of the Directors, JOHN W. KINGHORN, 17, Praya Central. Hongkong, April 16, 1887.

NETHERLANDS INDIA STEAM

VAVIGATION COMPANY, LIMITED. FROM SOURABAYA, SAMARANG, BATAVIA, SINGAPORE AND SAIGON.

TITHE Company's S.S. Borneo, having arrived from the above Ports, Consigness of Cargo by her are hereby informed that their Goods are being landed at their risk into the Hongkond and Kowloon WHARF AND GODOWN COMPANY'S West Point Godowns, whence delivery may be obtained Cargo remaining undelivered after the 23rd Instant will be subject to rent. No Fire Insurance has been effected.

Agents. Hongkong, May 16, 1887. FROM HAMBURG, PENANG AND

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co.

SINGAPORE. THE S.S. Iphigenia, Captain VOLTMER, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-

signature by the Undersigned, and to take immediate delivery of their Goods from Optional Cargo will be forwarded uness notice to the contrary be given before Noon To-Monnow, the 17th Instant.

Any Cargo impeding her discharge will be landed into the Godowns of the Kow LOON PIER AND GODOWN Co. and stored at Consignees' risk and expense. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 23rd Inst.

will be subject to rent. All broken, chafed, and damaged Goods are to be left in the Godowns where they will be examined on the 23rd Tust., at 4 p.m. No Fire Insurance has been effected. STEMSSEN & Co.,

Hongkong, May 16, 1887.

SHIPPING

ARRIVALS. May 15, 1887 :--Fuyew, Chinese steamer, from Whampoa. Ashin ton, G rman steamer, from Wham-

Yangtsz', British steamer, from Wham-Orestes. British steamer, from Whampon. Alwine, German steamer, 400, Samuelsen, Haiphong May 13, General. -- WIELER Peking, British steamer, 954, G. Heuer

mann, Shanghai May 13, General. - SIRMS-Borneo, Dutch str., 1,433, J. Wilkens, Batavia May 1, General. - JARDINE, MA-Velox, German steamer, 636, M. Kallson, 924 | Chefon May 9, General. - EDUARD SCHELL-

Zafiro, British steamer, 675, R. M. Talbot, Manila May 12, General RUSSELL & For NAGASAKI, KOBE & YOKOHAMA. Gaucus, British steamer, 1,381, W. T. Hannah, Shanghai May 10, Amoy 13, and For SINGAPORE -

Swatow 14, General.—BUTTERFIELD & Greyhound, British steamer, 227, Geo. Wright, Pakhoi May 12, and Hoihow 14, General.—ADAMSON, BELL & Co. Teheran, British steamer, 2,600, F. H. Seymour, Yokohama May 2, Mails and

General.-P. & O. S. N. Co. May 16:— Whampoa, British steamer, 1,109, George Fawcett, Wuhu May 11, Rice. -- BUTTER-FIELD & SWIRE. Paumben, British steamer, 886, W. H. Leask: Swatow May 15, General.-Jar-DINE. MATHESON & Co. Linnet, British gun-vessel, 756, Comman-

der W. Marrack, R.N., Singapore April 23, Bangkok 30, Pakhoi May 11, and Hoihow Telemachus, British steamer, 1,421, Henry Jones, Liverpool April 2, and Singapore May 10. General.—Butterfield & Swife. Inhigenia German steamer, 1,059, L. Voltmer, Hamburg and Singapore May 9 General.—Siemssen & Co.

Verona, British steamer, 1,876, F. Speck, Bombay April 30, and Singapore May 11, Mails and General. -P. & O. S. N. Co. DEPARTURES. May 15:-

Chelmsford, for Hoilo. Soochow, for Hoihow and Pakhoi. Partridge, for Hoihow and Pakhoi. May 16:-Mosser, for Saigon. Wilhelm Weyer, for Takao. Peking, for Whampoa. Velox, for Whampoa. Whampon, for Whampon.

Fei-ho. Chi. Revenue-cruiser, for a cruise. Paumben, for Whampon. Vorwaerts, for Tientsin. Fuyew, for Swatow and Shanghai. Gleneagles, for Woosung. Mareia, for Nagasaki. Hesperia, for Singapore and Hamburg.

OLEARKD.: Greyhound, for Hoihow and Pakhol. Marie, for Haiphong, Saltce, for Haiphong. Ashinoton, for Chefoo and Newchwang. Glavous, for Singapore and London. Signal, for Holhow and Pakhoi. Vespasian, for Ssigon.

PASSENGERS. ARBIVED. Per Alwine, from Haiphong, 8 Chinese. Per Bornea, from Batavis, Messrs Francisco Perreira and Herling, and 61 Chinese. Per Zafiro, from Manila, Don Emilia Moren, Don Luis Ansiburo, wife and the numidity moderate and the weather brother, and 2 Europeans deck, and 150 overcast,

Per Glaucies, from Shanghai via Coast Ports. 800 Chinese. Per Greyhound, from Pakhoi, 20 Chinese. Per Whampoo, from Wohu, 3 Chinese. Per Paumben, from Swatow, 10 Chinese. Per Telemachus, from Singapore, 351 Chi-

Per Teheran, from Yokohama : for Hongkong, Mr W. M. Minton, Col. and Mra Cook, and Mr Gladstone for Singapore. Mrs L. Sturzenegger; for Penang, Mr and Mrs Petherbridge, 1 child and 2 native servant; for London, Mr Knight. From Kobe; for Hongkong, Mr. J. W. Eggleston; for London. Miss A. Orr. Per Verona, for Hongkong : from Lon- w dew (wet).

Hancook, Lieut. Higginbotham, Captain Power, and Mr C. Black; from Bombay, Mr R. M. Damolhoy ; from Penang, Mr and Mrs Tan Ah Ban and servant, Mr Eng Blang Obons and servant, and 117 Chinese; from Singapore, Messes R. S. O'Connor, N. G. Foldy, Mrs S. A. Joseph and servant, and 3 Chinese dock, For Shanghai; from London, Bishop Moule, Rev. W. Neal, Mrs. and Miss Moule, Mr and Mrs Armstrong, Misses Knight, Ellis, Scott, Miles, Judd. Culverwell, Forth, Stewardson and Higginbotham, Messrs Lang Niven, H. De Windt and servant, and Mr Lancaster. For Yokohama: from London, Miss Poda Ozaki, Messrs L. R. Ploomfield, G. R. Bloomfield and H. R. Bloomfield; from Madras, Mr W. J. Tate: from Sucz, Mesers E. Beldrum and P. Heldram.

DEPARTED. Per Mosser, for Saigon, 10 Chiness. Per Hesperia, for Singapore, Capt. Brech-Per Marie, for Haipliong, Rev. Hebert,

and 58 Chinese. TO DEPART. Por Greyhound, for Hollow, 10 Chinese. Per Glaucus, for Singapore, 250 Chinese. SHIPPING REPORTS

The German steamer Velox reports: Had fresh N.E. monsoon from port to port. The British steamer Zafiro reports : Unsettled weather with moderate to strong N. to N.E winds, sea moderate to high and confused. The British steamer Glaucus reports:

The British steamer Greyhound reports: From Pakhoi to Hoihow, light S.E. winds and fine, partly cloudy weather. From Hoihow to port had strong easterly winds, and heavy head sea with some rain at times The British steamer Whampoa reports: Left Wuhu at 5.40 p.m., 11th inst., and Woosung at 6.30 p.m., 12th instant. Had moderate N.E. winds and fine weather throughout. On 13th inst., spoke steamer Holhow, from Swatow, bound Shanghai, off Tong-ting. On 13th inst., spoke steamer Tientsin, from Hongkong, bound Tientsin, off Tong-ting. On 15th inst., spoke British frigate Audacious, and steamor Belgie, bound North, off Breaker Point.

POST OFFICE NOTICES. MAILS will close:-

FOT SWATOW, AMOY AND FOOCHOW, Per Namon, at 11.30 a.m., on Tuesday, the 17th inst. For SHANGHAL ---Per Yangtste, at 3.30 p m., on Tuesday,

the 17th inst. For BANGKOK. --Per Tritos, at 4.30 p.m., on Tuesday, the 17th inst., instead of as previously notified. For OTARU.—

Per Wyners, at 5 p.m., on Tuesday, the For KOBE, YOKOHAMA, VANCOUVER (B.C.), CANADA, THE UNITED STATES.— Per Abyssima, at 2.30 p.m., on Wednesday, the 18th inst., instead of as praviously notified.

For AMOY. Per Borneo, at 3.30 p m., on Wednesday, the 18th inst. For AMOY AND MANILA.-Per Zafiro, at 3.30 p.m., on Wednesday, the 18th inst.

For STRAITS SETTLEMENTS .--Per Protos, at 4.30 p.m., on Wednerday. the 18th inst. For SWATOW, CHEFOO, TIENTSIN AND NEWCHWANG.— Per Paumben, at 11.30 a.m., on Thursday, the 19th inst. For NAGASAKI, KOBE & YOKOHAMA

Per Teheran, at 5 p.m., on Friday, the 20th inst. Per Glenartney, at 11.30 a.m., on Saturday the 21st inst.

Per Electra, at 10.30 a.m., on Monday,

the 23rd inst. Exchange. Hongmong, May 16. Bank, Wire, On demand, ... 30 days' sight, ... 3/14 4 months' sight, ... 3/14

Credits,4 Documentary, 4 months' sight, 3/2 On Paris— On demand, Credits, 4 months' eight, ... 3.90 On New York— On demand, ... Credits, 60 days' sight, On Bombay-On Calcutta— On demand, ... On Shanghai— On demand.... 714 80 days sight, Gold Leaf, 100 fine

Soveraigna. ... \$6.35 CHINA COAST METEUROLOGICAL REGISTER. MAY 15,-AT 4 P.M.

Manila.....29,82 87, 66 E 2 C Haiphong, 29.82 80 80 8E 1 0 Hongkong 29.89 75 74 E Amoy 29 92 74 72 ESE 2 Foochow 29.97 80 568 NE 3 C Shanghai 29.92 68 79 NR 2 or Nagasaki, 30.08 - sw 2 W. ostock. 29.72 - 55 - NW 2 b MAY 16 -AT 10 A.M. Bolinao..... 29.90 83 75 E — op — Haiphong. — 75 ENE 2 O — Amoy..... 29.95 73 85 SW 27 C — Shanghai. 29.87 69 95 58E 1 — — Nagasaki. 30.07 — — — 0 — — — Wlostock. 29.68 52 65 N 3 c —

The barometer has fallen and gradients for N. E. winds are moderate our the China Sea. The temperature is rather high W. DOBEBUK. Government Astronomor.

Hongkong Observatory, May 14.

1. Bannares, reduced to 32 degrees Fabrenneit, and to the level of the sea in inches, tentta and landredths. 2. Temperatures, in the shade in degrees, 8. However, in percentage of saturation, the hamidity of hir saturated with moisture being A. Dengorios or Wise, to two points. 5. Fonon or Wind according to Bezufort

p squally, s tain; s most, t hunder, p vigibility. Beleetion 923 | don, Mr and Mrs Hancook, and (2) Misses 1 . 7, flam, to inches, tenths and bundredibs.

MEMOS. FOR TO-MORROW Shipping. Daylight. - G'ancus leaves for London. Noon. Namoa leaves for Coast Ports. 4 p.m. - Yangisze leaves for Shanghai.

Amusements. 9 p m. Porformatico at the City Hall Wiscellaneous. Notice of Optional Cargo per Iphigenia to be sent in before Noon.

General Memoranda. FRIDAY, May 20:-Noon .- Tenders for Converting Lot 4 into Quarters, &c., addressed to the Senior Commissariat Officer.

SATURDAY, May 21 :--Goods per Steamer Anadyr unclaimed after Noon subject to rent.

A. S. WATSON & CO.,

LIMITED.

TTAVE BEEN APPOINTED SOLE AGENTS HONGKONG, CHINA AND MANILA,

MAWSON'S NEW PATENT A PRINTER OF THE PRINTED CO. Had fresh Northerly and N.E. winds WAILK FILLIERS.

> RENEWABLE MEDIUM. Handbills, showing Construction and Patterns, supplied on application. A. S. WATSON & Co., LTD. THE HONGKONG DISPENSARY.

> > HONGKONG.

ESTABLISHED 1841. Hougkong, April 29, 1887.

at 8.35 p.m.

The China Itlail.

28 The publication of this issue commenced

HONGKOND, MONDAY, MAY 16, 1887. TELEGRAMS.

[SUPPLIED TO THE CHINA MAIL.'] (Via Southern Line.) AFGHANISTAN.

LONDON, 13th May, 1887. The Times states that the Afghan question, after parleying, has ended, both parties being unable to agree, and that it his been decided to refer matters to the respective Governments.

LOCAL AND GENERAL.

PASSED SUEZ CANAL. DTWARD BOUND !- Strathleren. March 1 Orion, 8; Smit, 14; Kinyomaru; 22; Glenmorven, 25; Canton, 29 Benledi, April 5; Elektra, Neckar, 12 Glenfinlas, 22; Berenice, Denbighshire, Lord of the Liles, 26; Triumph, 29 Glengyle, Priam, Oceanien, Moray, Haitan, Victoria, May 3; Colombo, 6 Ara. Dardanus, Jason, 10: Ireovaddy, Merionethshire: Lydia, 13.

memnon, May 6; Titan, 10; Bayern The Norddentscher Lloyd S. S. Co.'s steamer Sachsen, with the GERMAN Mark dated Berlin, April 9, left Singapore on the 14th inst., and may be expected here on or about Thursday, the 19th inst. THE O. & O. S. S. Co.'s steamer San Pablo

with the American Main of April 2L. is to leave Yokohama on Tuesday, the 17th inst. and may be expected here on or about Sunday, the 22nd inst steamer Titania, from Trieste. left Co-

lombo on the morning of the 6th inst. The Union Line steamer Hampshire, from or about the 17th instant.

expected here on or about the 17th instant. The Union Line steamer Oxfordshire, from left Singapore on the 12th inst., and may be expected here on or about the 19th inst.

The Ben Line steamer Benlaria, left Singa-

Glen Line steamer Glenfinlas, from London, left Singapore on the 13th instant, and may be expected here on or about the 20th inst. Liverpool, left Singapore on the 15th instant, and may be expected here on

or about the 21st inst. The Acting Governor has been pleased t recognise, provisionally and until further notice, Mr P. E. H. Melbye as Consul for Donmark.

It is notified in Saturday's Guzette that Dr M. T. Yurr, A.M.S., was appointed Acting Superintendent of the Government Civil Hospital on the 1st instant

THE Agent of the Occidental & Oriental S. Co., informs us that the S.S. San Pablo. with mails &c. from San Francisco to the 21st ultimo, arrived at Yokohama on Saturday, the 14th inst., and will leave for this port to-morrow.

would be placed at great disadvantage.

THE Band of the Northemptonshire Rement will play at the Officers' Mess, Murray Barracks, to morrow evening, the 17th inst., commencing at 8 o'clock. The following will be the programme :--Yum Yum
Rosamurado Becman
Rosamurado Becmbart
Esverie Valdacusel
Beilserio Donisolzi,
Uem of Verdi Godfrey
Giralda 6 STATE OF WEATHER Dibles sky, o de- March Yun Yun

Giralda John Münar, Bandmaster

MESSES Butterfield & Swire inform us that | THE delivery of the English Mail was begun the C. N. Co.'s steamer Taiyuan with the at 0.55 this evening. Hon. W. H. Marsh and Mrs Marsh on board arrived in Sydney yesterday morning, making the run from Hongkong in 101 days.

MESSES Butterfield and Swire inform us that the O. S.S. Co.'s steamer Patricius, from Liverpool, was to leave Singapore yesterday afternoon, and in due here on the 21st inst.

THE Agent of the Austro-Hungarian Lloyds children. It was customary for the owners Trieste, was on fire at Singapore. The fire | early hours of the evening in the house of Titania will sail from Singapore in a couple there were, as usual in the house, about

of days. A PRIVATE correspondent to Der Ostasiatische Lloyd says that the rebellion in Hainan At one moment there was the prospect that the native tribes; and they actually did similarly armed, followed the ringleader. of any improvement. Notwithstanding this the construction of a railway between Holhow and Klungchau was spoken of ...

THE narrative and finding of the Court of In

quiry into the loss of the Bentan will be found on our fourth page. Captain Harrison of the S. S. Fair Penang, has been charged with the offences of having failed to stand by the S. S. Bentan after his ship had been in collision with her, he having no reasonscryant was also severely wounded. Some table cause so to do, and for not ascertain ing whether the ship and her crew and hope that the real culprits will soon repassengers had need of assistance, and not giving to the officers of the Bentan the name of his ship and her master in charge, with her port of registry and he names of the ports and places fromand to which she was bound; and also that he by doing a negligent act endangering human life, not amounting to culpable homicide, committed an offence punishable under section 3 of the Penal Code in the same manner as if the offence had been committed in the Colony of the Straits Settlements and therefore punlishable under Section 304A of the Penal Code. The charges were drafted upon the finding ofthe Marine Court of Inquiry. The Captain was arrested by Superintendent Bell on warrant before he left the Court, but was afterwards liberated upon bail of \$5,000 After he was formally charged a postpone-Homeward Bound:-Meming, March 25; ment was granted to the 11th instant, the Olympia, April 1; Glenroy, 20; Aga- same bail being allowed.

van's operas, and, although the political festivities; that one of the unofficial mem-

On Thesday evening like Company give lound for a local memorial. Whatever is The Milwdo in which they have scored a to be done now, it were better it were Breat success wherever they have guns. | done quickly.

hor small part well

FROM La Opinion of Manile, of the 12th instant, we are in possession of the details of a most horrible crime—a triple murder which occurred on the evening of the 11th instant in a house in San Marcelino Street." It appears that opposite the tobacco manufactory 'La Constancia' there lived a lawyer belonging to the Intendencia General. named Gutierrez, with his wife and four-Co. informs us that the S.S. Titania, from of the tobacco manufactory to spend the was confined to the fore compartment. The their neighbour. On the day in question half-past seven, Mesars Guttierez, Constantino Diaz, Felipe Alvarez and Abelardo Barreal, of the Opinion, who was peacefully reading El Comercio, when suddenly and is assuming a worse aspect every day, without any noise a man, with side arms, put in his appearance and simed his revolver the victorious Black Flags would subdue or rifle at Mr Gutierrez; then four other men, subjugate several. But as soon as the all without masks or any dissimulation, Black Flags took possession of the villages and began to assault the four gentlemen the most fearful and inhuman persecutions and the lady, Mrs Guitierrez had her and oppressions began, the consequence of right hand wounded in warding off a which was that the revolt broke out again blow, while one of the assassing put an with renewed vigour. An energetic leader end to the existence of Mr. Diaz, and Mr. and above all money for the soldiers were Alvarez also came to the same end. Mr. required before there could be any chance Barreal fell down mortally wounded, and of restoring peace. Trade, in consequence Mr Gutierrez escaped with his life by of the troubles, was in a bad way at Kiung- jumping over the window. By B o'clock chau, and there was at present no prespect the sight of the house was simply horrible. Mr Diaz was found dead with a terrible wound in the abdomen and some other wounds in the breast and shoulders, equally mortal; Alvarez also had several wounds; while Barreal was still living, swimming in his own blood from a would he received in the lower part of the abdomen; Mrs. Gutierrez with the fingers of her right hand wounded, and terror-stricken. The house

arrests have been made and there is strong

It was generally believed that H. E. the

Acting Governor, after satisfying himself

that the Plebiscitum was a failure.

would make an effort to retrieve the re-

ceive the punishments they deserve.

putation of this Colony by letting in some 'light and leading' into the movement for a Jubilee celebration. Even this hope. however, appears to be doomed to disappointment; for General Cameron does not say a word, even upon the official part of the programme, although the session of the Legislative Council is now closing. Of course, if no one of influence takes this matter in hand, and that very speedily, the permanent memorial (or even a contribution to the Imperial Institute) will not be made. But unless a distinct announcement is made by Government concerning. the data when the public buildings are to be illuminated in honour of the The Selinger Company made their re- Queen's Jubiles whether the 21st of June appearance in Hougkong on Saturday even or the 9th November-even the public ing, when they produced 'Iolanthe' before rejuicings will be a fiasco. We observe a crowded house. 'Iolanthe' is certainly that the Legislative Council of the Straits not the most popular of Gilbert and Sulli- have voted a sum of \$12,000 for the Jubilee allusions are numerous and witty, the piece bers, in seconding the vote, suggested its has not, either in point of dialogue or being increased so as to make provision for music, the attractiveness of the other a permanent memorial; and that, in expieces. Iolanthe has not been played in pressing his doubts as to whether he could The Austro-Hungarian Lloyd's S. N. Co.'s Hongkong for four years, and doubtless enlarge the vote, the Colonial Secretary that was the chief reason which induced stated that the community in Singapore and may be expected here on or about the Salinger Company to make their had been very liberal in contributions to first effort at its pruduction here, the Imperial Institute, and that the Chinese New York, left Singapore on the 11th That the effort was not quite successful is had got money together to put up a statue instant, and may be expected here on hardly to be wondered at. It was, for one to Her Majesty. Fireworks were also thing, evident from beginning to end that being ordered, and the general deterpore on the 11th instant, and may be the piece had not been sufficiently rehearsed of activity to attain success in their -not that there was any break-down, but mination shown by all classes in Singathat in many instances the spirit of the piece pore contrasts very strongly with the was not caught. A large share of the work indecision and positive indifference which of couse fell to Mr Arthur Rigby as The now mark public feeling here. Not Lord Chancellor. Although he acted care- one syllable has yet been heard from the fully and effectively throughout, we do not Government here concerning what is to be think he attained his usual success. Some | done, although, if the 21st of June be de-The O. S. S. Co.'s steamship Patroches, from of the patter songs were not given full cided upon, only five weeks now remain to justice to, and the attempt to intro- prepare. Concerning the date of celebraduce the topical element into one was tion, it may be noted that, although the a considerable failure. Mr F. D'Este 24th of May had been fixed upon at Kobe. was more happy in this line and made that dute is to be changed, as Sir F. Plunan allusion to the Jubilee, and the 'odours' kett had received a telegram from Lord of Hongkong that delighted the audience. Salisbury, to the effect that Her Majesty ex-He and Mr Fawcett played the parts of the pressly desired that the celebration of the 'brainless' peers with considerable talent. Jubilee should take place on the 21st June. Private Willis fell to Mr G. Wilson, who, | Of course, says the Hiogo News, Her although he was not a very imposing Majesty's wish in the matter must be sentry sang very well the song Hither a law, and therefore the celebration here. little liberal or a little conservative. As will have to be postponed from the Strephon, Mr H. Salinger acted with much 24th May, the date originally fixed spirit and taste, but he was searcely a suc- | upon. From the beginning we have cess in his songs and duet. Perhaps one been clear in expressing the opinion that of the most pleasing parts of the perform. Mr Marsh was wrong in not taking up the ance was his dance with Phillie, (Miss Jubilee matter himself as Acting Governor, Lone Salinger), which was assuredly as has been done by the Governors of many most graceful and charming. Miss other Colonies. But now the matter Several Russian newspaters are realously Legis, derroit, carried off the pain as Decomessorious, instruct as no satisfactory advocating the construction of a railway far as the acting of the piece was concerned. cooperation, even in the public rejoicings, from St. Petersburg to Wladivostock for Her leveliness and skill infused life into its possible unless the Government immemilitary purposes. The great progress, they passag s which would otherwise have been distely make it known what they are to do, say, recently made by the Chinese in mili- dull. Miss Tilly Saroney, who appeared as or what they are not to do. It is more tary armament, especially as regards the Tolanthe, almost redeemed all the faults of than probable that nothing can now be done army on the northern frontier, renders it the performance by her rendering of the in the matter of a permanent local memoimperative for Russis to be prepared for all balled in which John the pleaded on her rial ; and as it will possibly be a disadvaneventualities; and without a railway she knees before the Chancellor for her son, tage to the European section of the com-Strephon. Her rich sweet voice has been | munity to be left out in the cold in any selden heard to better effect. Miss Riss tacilities to trade provided by the Imperial Wilson (Mrs Salinger) as Queen of the Institute especially as the Obicese com-Fairies was fairly successful, but lacked munity purpose sending a handsome conforce, both as regards acting and anging. Bribution to that institution a subscription Miss Alice Emmett as Ledg (a fairy) played to the Institute might be given, in view of the fact that no unanimity can be ac-

During the week ending the 7th instant, indirectly is connected with the death of a 87 deaths were registered in the Colony, 27 resulting from infantile convulsive diseases, 20 from chest affections, 13 from fevers, 4 from bowel complaints and 21 from other

Ir is notified in the Gazette that ships conveying Chinese passengers, under the provisions of Ordinano, No. 5 of 1874, will not be allowed to carry them on the upper, or weather deck, between the 1st of June and the 15th October inclusives

THE Hn Pao Bays that the Viceroy Li is taking great interest in the new Military School. Lien-fang, formerly Charge d' Affaires at St. Petersburg, has been engagaed as French translator, and Mr. Hwa, formerly of the Shanghai Atsonal, as instructor in mathematics. - N.-C. D. News.

THE Hat Pac says that the Vicercy Li's deputy has just returned from the Kia-yuli the Russian trade. The Vicercy has recommended the Foreign Board to draw up a suitable tariff and set of regulations, as the trade is very considerable. - N.-C. D.

off on the Race Course at Shanghai between Charlese and Hard Times, for a stake of S100.—Distance, 2 miles. For the first 子人馬廋哉. Listen to a man's half mile they kept well together, when Chartrense gradually fell back. Hard Times won easily in a canter. Time 4min. 33secs. -N. C. D. News.:

SIR. R. T. Rennie. Chief Justice of H.B. M's the 9th instant in Chambers, by Mr Drummond on behalf of Mr John Geo. Thirkell. additional time to prepare his defence in the suit for libel instituted against him by Rear Admiral Shufeldt of the U.S. Navy. The application was granted.

A COBRESPONDENT in Brunei, writing on | this time has acquired sufficient experience 1st May, informs the Straits Times that affairs in Brunei with reference to the Limbang continue in much the same state, turbances; and who has shewn repeatedly excepting that the Consul General has entored the river and requested the Bisayas to cease hostilities until the arrival of His Excellency Sir Frederick A. Weld from Singapore.

Two balloons have been purchased for the Military School at Tientsin; the larger one is capable of holding 60-70 persons, and the smaller, 30 persons. An Instructor has already arrived at Tientsin, and after five months' practice, trial trips will be made. These balloons are said to have been bought in Germany, and they are similar to those which were used during the last Franco-German war. - Hupao.

THE Hupao says that since the 23rd ult., nearly 100 piculs of ten have arrived at Foothow from Pei-ling, and the price, per picul, averaged from 16,000-17,000 cash to 22,000-23,000 cash, being cheaper than last year, by five or six thousand cash per picul. The value of copper cash is, however, higher than last year, and the prices vary accordingly. On account of frequent rain during the picking of the leaves, the taste and colour of the teas are not good : experienced tea dealers predict that the tea business this year is not likely to be profitable.

Says the Hiogo News of the 6th instant : The increase which has taken place in the husiness at Kobe of the P. & O. Company recently determined the directors to open a separate agency at this port, and an intimation to that effect has reached Messrs Mourilyan, Heimann & Co., who have hitherto acted here as the Company's representatives. In announcing the change contemplated the directors of the P. and O. Co. take the opportunity of assuring their present agents that the Board have never failed to appreciate the zeal brought to bear unon the Company's husiness in Kobe, and express a hope that their new representative will enjoy the advantage of his predecessora' advice and assistance.

THE following notification appears in the Cazette: -I hereby give notice, under the powers vested in me by Section VI. of the Fire Brigade Ordinance, 1868, that so soon as any Fire shall have attained sufficient magnitude to require the assistance of Fire Engines, a cordon of Police will be establishing of the Engines at such distance from the immediate scene of conflagration as I may deem desirable. Such facilities, however, will be allowed by the Police for the Jno D Humphreys, (Chairman) G. C. Cox. salvage of property as may be possible J. S. Hagen, A. H. Mancell, T. B. Scott without interfering with the space required | Fung Acheong and J. Willmott (Secretary). for the working of the Brigade. No Persons will be allowed to pass through the meeting. lines drawn by the Police except such as are in Naval or Military Uniforms, in Fire Brigade dress, or in charge of Material to be used at the Fires, or having Badges as Fire Brigade Volunteers. Any European or American desiring to obtain the Badge of the Fire Brigade can have it by applying to me on the understanding that whoever enters the lines by means of these Badges must immediately place himself under the directions of the Officers of the Fire Brigade. - H. E. Wodenouse, Superintendent Fire Brigade.

> Canton. (From our Correspondent).

Cauton, May 13. The trial of the Chief Officer of the S. S. Wah Young, who was accused of having finished this week at the German Consulate. A prelimitary enquiry was commenced at the British Consulate, as the Walt Yeurn flies the Union Jack, but the officer expressed his desire to be tried by his own Consul, whereupon the British Consul waived his right to try him. The German Consul for some Jays lad a dispute with H. E. Viceroy relative to joint jurisdiction. not be successful. The Viceroy claimed to jointly try the man, but the German Cousal refused, and we think rightly. The man of course would be judged according to German law of which the Viceroy knows nothing, and when a man is to be tried on a charge of murder it is highly necessary that his judge should know something of the law by which the man stands or falls. Mr Feindel was pleased to hold a closed Court. So all we van report is that the evidence addited was of such a nature as to cause the Consul to acquit him. The conflicting accounts we and false accusations. The spirit that

prompts the prosecution of a foreigner who

amuggler is altogether too evident.

(From a Correspondent). Canton, May 14th 1887.

The case against the officer of the Wa Young was decided last Wednesday afternoon. The Acting Gorman Consul, Mr Feind 1 is said to have given his opinion to the effect, that, not only was the evidence against the officer of the Wa Yeing insufficient, but the whole proceeding showed, that a false charge had been brought against him. The officer was dismissed accordingly, and I am told that he was just in time to leave Canton by the Wa Young.

The people in Canton are quiet. believe very few will take an interest in a case like this. The man who jumped into the giver was an opium smuggler, who has perhaps some more friends like the Pass after a three years' test experience of Chinese mate who is said to have been the sole accuser, of the officer of the Wah Yeung. Those who have heard this Chinese witness give his evidence say that he know the northern fairway. The Sighilien head swung to port. I have made about solicitors, applied for that log book. is a great liar; those who have seen him On the 7th instant, a challenge match came | cannot | help thinking that he is a bad

words and look at the pupil of his eye. How can a man conceal his character? Mencius.) It is therefore not likely, that many of the good people of Canton would and saw the Belgie, I noticed two junks I got the uncher ready about opposite wish to know join such an individual, if he were to right shead of the Saghalien and nearer us. Tungcheo head. The anchor was dropped Supreme Court in China, heard a motion on seek revenge. And if the friends of the proprietor of the Shanghai Courier, for the hoat-people, respectively amugglers, of Whampon, should feel inclined to make a little row, the foreign residents of Canton will have nothing to fear under the excellent rule of the present Vicercy, who by with regard to riots, strikes and small dis-(especially in troubles caused by additional taxation), that he has the courage to dare the whole class of the population, and the power to keep his subjects in order.

> THE WHARF AND GODOWN CO. An extraordinary general meeting of the shareholders of the Hongkong and Kowloon Wharf and Godown Co., Limited, was held in the office of the Company this forenoun for the purpose of confirming several resolutions passed on the 29th ultimo. Those present were :- Hon. J. Bell Irving (Chairman), Hon. C. P. Chater, Messts M. Grote, W. H. F. Darby, H. Hoppius, and J. S. Moses, Directors; F. Dodwell, T. I. Rose, J. E. David, J. Y. V. Vernon, P. Jordan, L. Poesnecker, and Isaac Hughes (Secre-

The Secretary having read the notice calling the meeting, The Chairman said the present meeting was called for the purpose of confirming the special resolutions passed on the 29th Mr Vernon the second, and Mr Poesnecker

That the Maximum Number of Directors authorized by Article No. 70 of the present Articles of Association shall be raised from Nine to Twelve. "That the words "Ten Thousand Dollars shall be inserted in Article No. 81 of the present Articles of Association in lieu of the words "Seven Thousand Deliars."

That the word and figure "Clause 3" in agree with their Captain. the seventh line of Arlicle No. 19 of the present Articles of Association be eliminated ed from the said Article, which shall be read as if the said word and figure had never been therein inserted. All the resolutions were carried unani-

THE RICHMOND TERRACE ESTATE

AND BUILDING CO. The ordinary yearly meeting of the The Secretary read the notice calling the

The Chairman then said the report and accounts have been in the hands of shareholders for some days and he suggested that they be taken as read. If any gentleman had any questions to ask, he would be happy to answer them. No questions being asked, the Chairman

proposed that Mr A. W. Maitland be elect ed auditor for the ensuing year. Mr Hagen seconded.

This was carried unanimonaly. The Chairman then said-I propose to call up the balance of the share capital at an early date, meantime using the funds, in accordance with the Articles of Association, to the best advantage. I also propose to make some slight improvements on the Terrace. think the only thing wanted to make the houses perfect are larger servants' quarters. who keep more servants than we ever cansed the death of a Chinaman, has been expected the occupants to have. We must therefore adapt the houses to the circumstances, and of course charge a little more to cover the cost of the improvements. Mr Cox proposed a vote of thanks to the General Manager for the successful management of the affairs of the Company

during the past twelve months. Mr Scott seconded, and the motion was carried unanimously. The Chairman returned thanks and said the saw no reason why the Company should

The meeting then dispersed.

SUPREME COURT.

IN VICE ADMIRALTY. (Befere His Honour Acting Chief Justice Russell, with Hon. H. G. Thomself and Captain Almond, of the P. & O. Service, Nautical Assessure).

THE CITY OF PERING AND SAGRALIEN place between the Englater and City of before the collision. We steered for minute steer the collision and found it was they after the food the tide would not be at very glad that he had been enabled to is much popular exotement.

November last.

peared for the defence. fairway. The Belgic obscured the buoy on not intimately acquainted with the tides at that no rough log was kept that day. We were to pass North of the Kowloon. I never had any trouble with Saghalien that day, never at any time to the tides there.

off. I could see the Belgic clear of her. we expect to go to the buoy. It takes formation. As soon as we rounded on to our course about live minutes to unshackle the anchor. deceased, who for the most part belong to Hen and Kowloon Point. When I first saw could have got a reeve rope ready to moor of what I had on the rough log. The rough chows, and twenty per cent. for Keemens. the Sajhalien she was heading North and to the buoy. When the chief officer made log would show nothing different. eastward. The junks were heading about the remark to me about the vessel's head northward. The junks had their sails up, going to port I did not look up to see if and appeared to be standing over to the there was any chance of collision. I stayed Kowloon shore. We discovered afterwards by the anchor. The collision did not take they were anchored. I saw no cables; blace immediately after the vessel was they might have been on the port side, checked. There was some time elapsed. We were then steering to pass close astern By His Lordship-When the Chief Officer Francis did not put the questions he would of the junks. At this time I had nothing spoke to me I heard the steam gear going; particular to do, everything was clear and I could not say whether it was going sport entry salowed down 2.16, steered to go ready. As we approached the junks, the City or not. was going about four knots. As we came W. G. Walton said-I am third assistant I did not compare it with the log book. chests of Hunnan and Hupei teas, and nearer I saw our head still going towards the engineer on board the City of Peking. I The rough log book is a book stitched by 117,000 chests of Ningchow and Keechow the anchor. When I first saw our head go November last. Coming into port my sta- copied it is of no more use. Sometimes off towards the Saghalien we were about 80 | tion is in the pilot-house, and I was there | they do half a voyage and sometimes a

feet off the junks. I should say our head on that date for about half an hour before, whole voyage and are generally thrown 32-35 for Keechew, and Tls. 22 for Yang. swung towards the Saghalien two or three we got in. I remained there till the colli- away when done. points. I could not tell whether the course sion took place. My duty is to ring the By the Court-I did not give the rough was changed after shaping from the Mennes. bells communicating with the engine. We log book to the first officer. It is he that got the order to stand by, it was just about collision, just after passing the Docks, I cannot say whether it was half full or there opened yesterday with the following the same way. I could tell from forward while we were passing the S.E. point of nearly whole full on the 29th November. that the engines were turned asterd; they Kowloon. We then signalled 'slow,' which It is not in the Pilot house now, and I do were turned astern when the anchor was is equivalent to half speed. I could tell not know where it is checked her, and the anchor dragged. I not say what effect it had on the could not say how far we were off. wheel-house, that is kept by the officer on | was promptly obeyed. The order was given | Meanes. We passed North of her, how far

After the collision was inevitable everything done that could be done? The Acting Attorney General objected that this was a question for the assessors. Witness-Nothing else could have been

His Lordship also thought the question to go astern was given for. The was one for the Assessors. Mr. Francis said it was a question of nauti- could not say whether he was right

like we were before. I have never known man was or when the anchor was let go.

the currents there. Cross-examined by Mr Bre eton, witness | Pilot house. I looked at the clock when said—I have never acquainted myself with got the order to go full apsed astern, it the currents in this harbour. Being on was then 2.20, or within about half a at 2.16 pm. The chief engineer was watchduty and always engaged when coming into minute of that back or forward. Therethe harbour I have not had time to study seemed to be 2 minutes to 21 minutes bethe currents. I knew there were regular tween the last order I got and the cellieddies or whirlpools round the points. If sion. the Sauhalien and junks were pointing By Capt. Thomsett-We make about 42 It takes from 15 to 20 seconds to put northwards and the tide was causing it, to 43 revolutions at full speed, about 18 at the engines over. The next order was it would indicate that the current was half speed. Richmond Terrace Estate and Building Co., setting south-westward. I could see they command of the vessel, I would not have Manager (Mr Jnc. D. Humphreys) this attempted to, instead of going astern, simply afternoon. Those present were :- Messra starboard the helm and allow the current to sweep the City of Peking round the stern of the Saghalien. If I had had a pair of glasses, I might have told whether the junks were moving or not; but even then could not say whether I would have seen they were moving or not. If the two anchors had been let go at the time one was. I would not have been surprised if they had held the vessel. There was only one anchor available, as one chain was unshackanchor I did not tell the Captain, because he and the third officer were on duty. I

William McClure, sworn, said-I am chief engineer of the City of Peking, have been on her five years. I was on board on the 29th November. My general station coming into harbour is at the engine room hatch, and my duty is to see the bells properlyobeyed. There is also an engineer in through the Lyc-ee-mun Pass. We came order to slow; I could not say how long before the collision, as we felt no shock. From the time the order was given to slow to full speed astern would be about four minutes. The order to slow was obeyed promptly. That would reduce her to about four and a half knots, and before the order full speed astern was given she had had time to come down to that speed. It takes from 15 to 20 seconds, to get the engines and the screw begun to work. We were stop was given live or six minutes.

Monday at 10.30.

Peking in Hongkong harbour on the 20th the Hospital ship and from there changed 2.25. We had just backed out clear of the its strongest. I have to watch how the vest communicate this fact to the Council by the course to the budys, or rather the storn Brenchman then. I never had any ex- | sels are swinging as L.come up the harbour, The Acting Attorney General (Hon. E. J., of the Belgic. I noticed the M. M. vessel perforce before of the vessel's head canting to judge of the strength of the current Ackroyd) and Mr Brereton, instructed by at her buoy. I could see the Belgio clear round in the harbour like what she did that and my speed would depend on the current. Mr Wilson, (of Messra Wotton & Deacon) of the French vessel. I noticed two junks day. appeared for the plaintiffs; and Mr J. J. in the Northern channel right in our course | Cross-examined :- We passed about three | seven knots, that is slow; but this would Francis, Q.C., instructed by Mr Johnson to the buoy. The junks were between the quarters of a mile of the Hospital ship. I depend on many other circumstances. (of Messrs Sharp, Johnson & Stokes) ap- French vessel and Kowloon Point, a little did not notice the junks till we got on our Re-examined After porting my helm nearer the former, the distance being a course to the buoy. I thought they were and getting into the course for my buoy. I Lot Bartlett Walls said-I am chief officer cable's length. We steered quite close to then sailing across; we did not change our would steady my helm until I found my of the City of Peking. I hold an American the stern of the junks, which were heading course when it was discovered that the vessel's head was being affected by a curmaster's cordificate. I have held the posi- towards the Point. That would take us junks were at anchor. They appeared to rent. tion of chief officer of the City of Peking fully 500 feet from the French vessel, which have very little headway on. After the The evidence of Captain Mit lie of the for about eighteen months, and I have was also heading toward Kowloon Point Captain gave the order hard-aport he wait- Thibet, taken on the 6th May: was been in the Co. a service since 1874. I We never steered to go astern of the French ed to see what effect that would have on them read and put in Captain Mudie was on board th City of Peking on the 20th | vessel After we shaped a course at the the ship, and it was after that he ordered said he was a master mariner in the November. We came into his bour about Meance the course was not changed. Just the engines full speed astern. As soon as service of the P. & O. Company and had two o'clock on that day. The crew went to before we got to the junks, the chief officer that order was given he told me to go to been for three years on the Japan line. stations after passing the Ninepins. I was called my attention to the fact that the cho engine room. Between one and two except during one voyage to Australia. In forward with the second officer and a watch. steamer was capting to port. He said What minutes clapsed between the order hard-entering the harbour, to get to the P. & O We had the starboard anchor ready for is the matter? She won't steer. Immediate aport and the engines backing. About five | buoy, he would steer by the land until letting go coming into harbour, at Tam-tu. ly thereafter the order was given to stand minutes clapsed between the order hard abreast Kowloon Point. He would then It was held by a trip book, and could be by the anchors.' I did not look up to see aport and the collision. The vessel's head port to get into the course for his buow and let go in two or three seconds. The port the course the vessel was taking. I then must have paid off five points. She struck pass between the Frenchman and Kowloon anchor was ready just off Kowloon Point. got the order to let go the anchor and paid almost at right angles; the smaller angle, shore. Just before coming to the first point Capt. Dearborn and the third officer were on out about 30 fa home of chain. We held if any, being between the two sterns, on Kowloon he would put his vessel at half the bridge, and a quarter-master was at the on to that, and then we struck the French | There is a rough log in the pilot house. speed and would go at a higher speed at ebb wheel, while an engineer was in the wheel- vessel amidship. I remained at my station I made the entries after we got up to the tide. The tide was never alike and the weahouse beside the engine room tube. I have when the collision took place. I did not busy. We throw the rough log over ther might change its direction and it docome into harbour 41 times. We usually feel any shock, I can say the vessel was board after it is filled in. I did not throw pended on the moon. He was once canght in steered for the Meance coming into harbour. backing hard. Institud that just after the this one overboard. It is not in the pilot a tide which drove him towards the French-As far as I recollect the Meanice was right mate told me the vessel's head was going to house now only the one we are using man and nearly collided. The presence of ahead on the afternoon in question, I just, Loudd not say how much our vessel's on board just now. No one, Captain, or tides was very well known and allowance

pass South of her. After we had stendied | Cross-examined by Mr. Ackroyd :-- We | on our course from the Meanes, we would get one anchor ready as we come in-on have passed the Saghalien 300 or 400 feet special occasions, two; but only one when

say whether the vessel was checked by the must have been on account of tide. Cross-examined -I was six or seven feet | there is a current in the channel forcing

from the Captain and could hear what he vessels going up sport. said. I did not know what the order Frenchman was right ahead of me. Witness-I never saw a ship canted over I could not say how far distant the French-I do not know who keeps the log of the

William Wright said-I am third officer. 2.25. I was not conscious in the engine angines, a cordon of a vince with the work. I mited, was held in the office of the General were pointing northwards. If I have been on board the City of Peking for room of any collision having taken place. four years. I was in the pilot house to see the Captain's orders obeyed as to steering ter mariner, with an English certificate. by the quarter-master. Cosar Christian. lat present command the Teheran and have He is an American, but a native of the been in command for 18 months. And in Isle of Man. There were the Captain, my- that time with one exception - a voyage to solf, a quarter nuster at the whistle, and India-I have been voyaging between Yothe third assistant engineer on the bridge. kehama and Hongkong, and I was formerly In coming in we kept the Hospital ship on the same passage as mate. My buoy is a little on our starboard bow. We then eastward of the O. & O. buoy. Going to my the Council for a vote of \$12,000 for the Out of eight boats five werel smashed or steered for our buoy through the Channel, buoy I steer for the Meanee till I get to festivities of Her Majesty's Jubilee. He capsized. About seventy women and child. We were steering to the North of her, to the nearest Point of Kowloon; then I port was perfectly certain that this would re- ren were got off with great difficulty, owing pass between her and Kowloon Point. We a little until I can see my own buoy, and commend itself to their acceptance. The to the heavy swell, and were landed on the were heading pretty nearly to the stern of I pass about half way between the French Governor had asked some of the leading coast. The men passengers and two ladies led for the purpose of tackling on to the Belgic, which we could see clear of the ship and Kowloon. I do not think it would members of this community to form a Com- remained on the wreck for twenty-air hours. buoy. When I found the junks were at Frenchman. This course should take us be safe to go nearer Kowloon. There mittee to make recommendations which face to face with death, till they were reabout half way between the Frenchman would not be so much as a point of differ. would enable all classes to testify their sound at daybreak on Monday by a vacht and the Point. We were going about five ence between my course going to my buoy loyalty to Her Majesty. The sub-com- belonging to Mr Platt, of Oldbam. which don't known what has become of the rough knots an hour. We slowed down a long and the course of the Committee had been ap- happened to be lying at Ajaccio. time before we got to the Meanies. I heard for her buoy. The ebb tide on pointed at the Governor's request and they The behaviour of the chip's company was the order to slow. There were a couple of the south side of the channel is generally had reported that a sum of \$12,000 would indifferent and the native crew utterly coljunks in the middle of the channel. They setting C.S.E. to S.E. On the North side suffice for the public share, of which \$5000 lapsed under the trial. appeared to be standing in towards Kow. toward Kowloon the tides go more to the would be allotted to Singapore and 85000 to The Captain, who was in bad health. loon. They had sails up. When I first | South Our ships and the O. & O. ships | Penang. saw them I thought they were sailing. We would be heading North while these forther The Hon'ble T. Cuthbertson had much was washed overboard, as also was the fifth were heading right up just to clear the over would be heading W.N.W. to N.W. pleasure in seconding the motion of the Colo- officer and one quarter master; the chief stern of the junks. From the Meanse till The ebb tide appears to run along the nigh Secretary. He drew attention to the officer succeeded to the command and bethe engine room and I can see what he does. the ship's head began to pay there was no Western side of Kowloon, thus causing our fact that there was no provision for a per- haved admirably. I was there on that afternoon after coming order given to change the course, which ship to run North and South. The tide manent memorial of the Jubilee, and he The passengers of both sexes displayed was done just as the junks were about a cable's length to the South | thought that they would not object to in- the greatest calmness and courage, and obinto the harbour at a speed of about 11 under us and I could not see them. The later passing the point and it meets the crease the vote for this purpose. He fear- served complete discipline. Major Cooper, knots. We slowed at 2.16. We got an ship's head had then began to swing eastern current producing an eddy. The ed that on account of the smallness of the of the Viceroy's staff, especially distinguitowards the Frenchman. That was not current varies in velocity at different times | sum they would not be able to do very shed himself. caused by any change of the helm, which of the same abb tide, and there is a dif- much. This would pass through Singapore The total number of deaths amount to was till then amidship. She had not ference in strength according to the moon. without leaving any trace behind it and he thirty-four, the victims being chiefly Seeswing more than a quarter of point when The tides are very irregular. The exist hoped that something would be done to dees and Lascars who succumbed to the the Captain gave the order hard aport, ence of this oddy corrent about a cubic's secure a permanent memorial of Her Ma- cold and exposure. That order was obeyed instantly. It only length from Kowloon renders it advisable jesty's Jubiles. takes two or three seconds to put the helm not to bring a ship near that place. It | The Colonial Secretary was doubtful whee Chusun on Thursday. over. The change of the helm did not would depend on the vessel's speed ther they could enlarge the vote to the extent London, 23rd April. It is reported that seem to have any effect. The steering gear whether she was driven to port his honourable friend desired. The Governor Captain Yates's official papers relating to was working well. She still paid off, and or not. The abb tide to the South attains however shared entirely in what he believed the Afghan Boundary Commission and his reversed from shead, to full speed satern the Captain called the engineer to stop her its greatest strength about an hour after was the very general wish that there should collection of antiquities have been lost in and back her full speed. That order was the turn, but there is some irregularity. In be some permanent memorial of this great the wreck of the Tasmania. Also that the going full speed astern before the order to obeyed. A couple of minutes did not March last when coming into the harbour and glerious event in the history of our jewellery of the Maharaja Pertab Singh of elapse between the order hard-aport' I noticed a very strong tide setting to the empire. The Government had not been Jodhpore, valued at forty thousand pounds. Witness was briefly cross examined by and the ship backing. The orders were N. W. passing our buoy. This was the more happy than the community at large Mr Brereton, but no further point was given within a very short time of one and flood tide. The ships on the Southern in finding some suitable means to perpetuate other, almost at the same time. The Cap- side were heading East, and the ships on the Jubilee by some permanent memorial. The hearing was then adjourned until tain then sent me oft to tell the Chief the Northern side were beading about Possibly some means could be found which engineer to back her as strong as he could. South East. That appeared to be an would justify the sum that the Council of Police, crossed the frontier in response The following evidence was given to day: If could feel the ship shaking before I left, unusual tide. Coming in on the 11th April would be prepared to vote. The com-Thomas Militeriaen said I am second off. The chief orgineer was watching the engines | I found an ebb tide running very strongly munity in Singapore had been very liberal at Ars to confer on business. cer on board the City of Peting. I have from the skylight. I came forward again and past the French buoy to the Eastward, in contributions to the Imperial Institute. been on board the yessel for 10 years. If the Captain told the muste to let go the star- The vessels on the Northern side were He had no doubt that this community and was on board on the 29th November. I board anchor. We were about a length and heading N. N. W. to N. W. On the 18th the Government together might have been from them. He was pursued, recaptured was stationed forward along with the chief a half of the ship from the Frenchman April I noticed the breuch boat heading able to find means to give effect to the very and dragged across the frontier hand. officer and one watch. After passing Nine when the anchor was let go. That did not one way and our boat heading another. | general wish. If the memorial were in cuffed the inspector watching the arrest. The following is the remainder of the Pins we went to our stations. I was in seem to stop her much. A little after, we The tide was just on the turn. We were bingapore there would be a natural feeling. The Germans declare that Schnabell was evidence given on Saturday, and the said the forecastle from there to the collision. collided. I did not feel any shock. I swinging all round the compass while the of greenand and Malacca that arrested on German soil, and accuse him of ence given to day in the action taken by the My duty was to get anchors roudy and to can say we were steering for the stern Frenchman was atsticuary. This shows they hadn't their permanent memorial too. attempting to seduce the allegance of the Messageries Mantines Company sgainst get ready to moor to the buoy. We were of the junks and that that would have that the Chi- Alsatians. have heard indicate a good deal of jobbery, the Pacific Mail Steamship Company for going about nine knots on entering the taken as about two abig a lengths from the point. damage done by the collision which took harbour. The vessel was slowed down Frenchings. I looked at the clock about a Cross-examined by Mr. Ackroyd—Three put up a statue of Her Majesty. He was Press generally take a calor fone; but there

down to the Meance until we got to the have been here with sailing yessels. I am plied for all the log books and wore told and if nothing else could be done.

Mr Francis-My friend's statement does not make it evidence. The Chief Justice—You need not tell me Mr Francis-I said it for my friend's in-

The Acting Attorney General-I do not Witness (re-examined by Mr Francis) -- | pers :-The junks were in the middle of the fair- immediately the order was given. If we (Shown the log book) What is written here way, if anything a little nearer the Sagha- had wanted to get both anchors ready we is as far as I can recollect a correct record.

> Mr Ackroyd objected to Mr Francis renot been raised in the cross-examination. Witness-I cannot remember whether the delay. N. C. D. News.

let go. 1 let out 30 fathoms of chain, and by the best of the engines that the By Captain Thomsett-We passed the put down the break hard. The anchor order was promptly obeyed, but I could Hospital ship on the Kowloon side. I wrote up the ship's log book. I wrote in vessel. The order was given about 2.16 | Chesar Christian - I am quarter-master will be worse than the previous year. The the words between the. After I read the p.m. The next order I got was to stop on board the City of Peking. I have made Yangtsze is very low at present, and entry, I saw I had made a mistake and put and back full spend. There was no delay 47 voyages and been on board the ship for although the water is rising daily, the river in these words. It was nover intended to in conveying the order. It was given all in 11 years. I always take the wheel coming must have 15 or 16 feet of water before pass South of the Saghalien. I copied the one breath. I could tell by the beat of the into the harbour and took the wheel on the tea steamers can go up to Hankow. entries from the log that is kept in the engine at the sounding tube that the order 29th November. I remember passing the Shanshai Courier.

watch, the third officer on this occa- about four minutes after the first order. I I cannot say; we slowed down before passsion. What I have just told you is heard the Captain tell the quartermaster to ing her. I saw the junks. Our course took levied on Hankow teas. There are three tenant Sullivan, son of the Hon'ble Mr. from my own recollection of what hap- put the wheel hard-a-port. I cannot say us past them, leaving them on the starboard likin charges lumped into one. First, the pened independent altogether of this en- whether or not that order was given before side. We did not change our course to grower's tax, or yet li, which will vary try. When I first noticed our head slew- the one to me. We struck the Frenchman | clear the junks. We made no change after from 800 to 280 cash the 100 catties acing off, we were about a ship's length stem on. I cannot say what time elapsed we had taken our course at the Meance for cording to which of the four periodical restive and bolted. Mrs Sullivan jumped ultimo, and he then proposed the following and a half off the Saghalien. Everything between the order to go full speed astern the buoy. When we got close to the junk categories, first, young, summer, or out soon afterwards, but slighting on her resolutions, Mr. Rose seconding the first, was in order as we came into harbour. and the collision. After that We seed the the vessel's head canted. This was not on 'autumu, the tea belongs to. Then the head her skull was fractured, resulting in was engines off and stopped them. I could not account of the helm being starboard, but Cross-examined by Mr Brerston-I know

> Mr Broreton-Was it not an error of seamanship not to keep on gently porting to counteract this? cal knowledge. Officers did not always should of the ship or not. I was stand. ly forward. (Continuing) I cannot say how ing on the port side of the pilot house. Hong clapsed between the vessel's head canting and the order to go hard-aport. Emile Duncan said—I am first assistant

> > engineer on board. I was on duty on the

platform in charge of the engines on the 29th November. The engines were slowed ing the movements through the skylight windows. At 2.20 we got the order to stop. reverse, and go full speed astern. The order was executed as quickly as possible. to stop altogether. That was given at Captain F. H. Seymour said-I am a mas-

If there was a strong current I would go

was made for them. Once into the fairway was at the French mail busy. We fan 40 voyages on the City of Peking and I The Acting Attorney General—We ap- he would only starboard to avoid a collision inflicted. The case was then adjourned till Wednesday week, the 25th instant, at 10.30, by which time the Siglialien will be in port,"

> THE TEA SEASON. The following items regarding the new tea season appear in the Shanghai pa-

The tea market in Hankow was opened on the 9th instant at 15 per cent. for Ning- that of flushing the closets and drains under last year's opening rates. The quality of these Kiukiang teas and of the Ooexamining the witness on points which had packs is reported to be very inferior and opening prices are considered to be dan-His Lordship said Mr Ackroyd had sug- gerously high. A large supply of common gested by his questions that there was a teas is expected. The river is rising, and difference between the logs, and if Mr there is little fear now that the ocean steamers en route to Hankow will meet with any

A tolegram was received from Hankow astern of the junks was on my slate or not. on the 9th instant stating that 188,000 has opened with eleven chops, and the prices are Tls. 40-47 for Ningchow, Tls. liu-doon teas. Superior quality teas are scarce, and they have been purchased by Russian merchants. The prices are ten or twenty It was no doubt the current that made her came up through the Ly-ee-moon pass at makes up the log book. The rough log is per cent lower than last year. A telegram head go off. I heard a bell ring before I full speed. We slowed down before the usually taken away by the quarter master. from Kiukiang montions, that the ten season prices: Keemoon, Tls 35-37: Ningchow. Tls 47-48. A Hankow correspondent writes that the colour and flavour of this year's sample tea compares favourably with us, and our telegrams therefore are fewer

those of last years, but judging from the movements of foreigners, the tea business

The Hu Pao of Saturday publishes a complicated list of rules under which likin is 120 to 41 cash. Last the chest fax handled by the native condman, and were which is levied on all teas packed in cheat then stopped. and brought down for export (unless by foreigners under transit-pass) and which ranges from Tls. 1.25 down to Tls. 0.625 Bourke is to be known as Lord Connemara. the pecul. There are further conditions It is understood that Mr Bourke was Witness-The vessel seemed to go smooth- under which 200 catties count as 100, so that offered and accepted a peerage at the time the fine tea picked therefrom is notually when he resigned his seat in the House of 150 catties. These rules are stated to be Commons to take up the Governorship of simplified, but anything more complicated, Madras,

what with discounts, allowances, etc., it is difficult to conceive. Hunkow. The Anchises left Shanghai on the 9th Russia, (Russian) arrived at Woosung

season's teas for Odessa.

THE JUBILEE CELEBRATION IN THE STRAITS. lowing report of proceedings in the Legis- lighted. The yessel had cleared the Straits lative Council of the Straits Settlements, of Bonifacio an hour before, when the Capt. which took place on the 2nd instant: The Colonial Secretary then rose to ask officer.

the kindness of his Chinese friend (Honble dr. Seah Liang Seah. The grant of \$5,000 for Jubilee festivites was then voted, after which the Colonial Secretary proceeded to state the arrangements for the subsequent moetings of Council.

THE SANITARY BOARD The following extracts from the minutes:

of the proceedings of the Sanitary Board at a meeting hold on the 28th April are published in the Gazette :---Present :- The Honourable the Sarveyor. General (Chairman) : Major T. C. Demps. ter; the Honourable A. P. McEwen; Dr. P. Manson, LL.D.; Hugh McCallum, Esquire, (Secretary). Absent :- The Acting Registrar-General the Colonial Surgeon; N. J. Ede, Esquire, (on leave); Dr.

The Minutes of meetings held on the 6th, 13th, and 14th April, 1887, were read and A Return of the summonses applied for

by the Inspectors of Nuisances during the weeks ending the 19th and 26th March and the 2nd, 9th, 16th and 23rd April. 1887, was laid on the table by the Secretary. The Return showed that 08 prosecutions had been instituted, thas in each case a conviction had been obtained, and that fines to the amount of \$1:4.80 had been A Report by the Government Analyst on

an additional 133 samples of water drawn from different wells in the city was read. A letter from Messrs. Dorabjee & Hingkee, Proprietors of the Victor Hotel requesting that a polluted well on their premises should not be closed was laid on the table. Resolved :- that Messre. Dorabjee and Hingkee be requested to cover the well and fit it with a pump in such a manner as will effectually prevent the water from the well being used for any other purpose than A draft of the Bye laws proposed to be made under the new Public Health Ordinance prohibiting the occupation of cellars as dwellings was read, and, subject to certain amendments, agreed to.

A letter from the Honourable the Colonial Secretary, informing the Board that the question of erecting Sheep and Swine Markets will be considered when the time arrived for the preparation of the next Annual Estimates, was read. The Board then adjourned till 5 p.m. on Tuesday, the 10th May, 1887.

J. M. PRICE, Chairman Frenchman, and I got an order to stand by joined her in 1880. I was on board on 29th ourselves. Once the entries have been teas have arrived at Hankow. The season Read and confirmed, this 10th day of May,

HUGH McCALLUM, Secretary.

NEWS BY THE ENGLISH MAIL.

The P. & O. Co.'s steamer Verona arrived here this evening with the London mail of the 15th April. For some reason our penal supply of Ceylon papers has not reached than usual :--

DHULBEP SINGH. London, April 27. - The Standard states that the Maharajah Dhuleep Singh has had an interview with M. Katkoff at Moscow CARRIAGE ACCIDENT AT MAURAS -A LADY

Madras, April 24.—A sad accident occurred on Friday night to the wife of Lieu-Sullivan. The gentleman had just left his brougham on the beach, his wife being inside at the time, when the horses became but pao ch'a), and similarly varying from the carriage for two miles, being skilfully

> THE HON. MR BOURKE. Madras, April 18.-The Hon. Mr

THE LOSS OF THE TASMARIA. London, 26th April.—The Standard in The Shen Pag of Sunday says it appears commenting upon a graphic letter from Mr that natives, but not foreigners, have to George Allen describing the wrook of the pay taxes on sample chests brought to Tamanez, expresses admiration of the passengers and some of the officers. The general impression is that the wreck was instant for Hankew to load tea for London. brought about by an unpardonable error in navigation, and that the crew, from the on the 9th instant from Nagasaki, and was Captain downwards, with a few exceptions. to leave on the 10th for Hankow, under showed themselves deficient in competency, the pilotage of Mr Lindström, to load new courage, and discipline.

London, April 23. - The Tasmania struck at 4 o'clock on Sunday morning. The bows settled thirty foot in the sand, while the stem was wedged high upon a rock. The accident happened in bright moonlight and The Singapore Free Press gives the fol- fair weather, while the course is well left the bridge and made over to the second

seemed quite dazed at the disaster. He

The passengers reached Marseilles in the

has shared the same fate. THE ABBEST ON THE PRESCH PRONTER.

An official report confirms the statements that M. Schnabell, the French Commissary to an invitation from the German Inspector German policemen disguised as dravers then seized Schnabell, who however escaped

ness community had got money together to Rentes have fallon two per cent. The

THE LOSS OF THE BENTAN. The following is the narrative and find loss of the Straits Settlements steamer

Malacca at 5 p. m., on the 29th of March ment) all three lights of the Bentan were Mr W. M. Strachan. with a crew of 60 hands and about 140 opposed to all three lights of the Fair Penpassengers bound for Singapore. The s.s. and and 50 passengers bound for Muar.

Bank Light Ship, and steering a S. E. by Master of the Formosa Light vessel. again ported a point and a half.

close, the helm of the Bentan was put hard- blow stem on. a-port, and about the same moment the 4. The Court is clearly of opinion that wards proceeding slowly on her voyage, and | ed the lives of his passengers. Cashier, were drowned.

The Master of the Fair Fenang states | is hereby cancelled. He kept on his course and when the vessels | Beutan are also returned. the Fair Penany was then put hard-a-star- watertight bulk-heads and sluices. board and the engines stopped, when she struck the Benton a glancing blow, and the vessels immediately afterwards parted company. The Fair Penang was then headed for the shere as it was reported that water was coming in forward and after the loak had been almost stopped, the vessel's head was again turned seaward, but nothing was seen of the other vessel. There was no confusion on board the Fair Penany, and the coolies shifted some cargo from the fore to the after-hold in order to bring the ship's bow higher out of the water. Concluding that the other steamer had proceed ed on her voyage, the Fair Penang was kept on an in-shore course until arriving outside Muar Bar. The anchor was then let go, and when the tide served, they crossed the Bar, and a verbal report of the collision was given to the Police Inspector who boarded the vessed on her arrival.

The evidence of the helmsman of the Fair Penany is in direct contradiction to that of the Master, and his evidence is in a measure borne out by that of the Chief Engineer with regard to the lights of the Bentan. The evidence of the helmsman and the look-out of the Bentan entirely corroborate that of the Chief Mate, and the whole of the evidence, excepting that of the Master of the Fair Penang, conclusively shows that immediately after the collision the whistle of the Bentan was continuously sounded, and the shouts of the passengers for help were distinctly heard by those on board the Fair Penang. Before the Bentan foundered two of her boats were lowered, but were almost immediately swamped by the terrified passongers crowd ing into them. The others two boats could not be lowered owing to the confusion that prevailed on board when it was seen that the Fair Penang was steaming away.

The evidence of the Master of the For-

mosa Bank Light Ship shows that the Fair Penang passed within bail of the Light-Yessel on the following morning without communicating anything about the colli-sion. The Light-Ship is provided with two boats which could have been despatched to the scene of the disaster to rescue the survivors.

The evidence of the different experts is of the usual contradictory nature, but it appears certain that there was never more than 3 feet of water in the collision compartment of the Fair Penang, and that no unusual quantity of water found its way into the engine-room.

The number of lives lost is not exactly known, but it is believed to be about 130. FINDING OF THE COURT. After carefully considering all the evidonce the Court finds --

Stocks.

Fair Penang, in having disregarded Article pliance. tions for Preventing Collisions at Sea, as liberal support of the Shareholders and embedied in page 2 of his Official Log Book, their friends to ensure good and increasing put-in as evidence in Court, and having dividends.

Fair Penang. Official No. 66,636, sailed 2. The Court also finds the said John themselves for re-election. from Singapore at a quarter to 5 p. m. on S. Harrison in default for failing to comply It is proposed that the Dividend shall be the 29th March with a crew of 26 hands with Sections 16 and 17 of the Merchant made payable on the 29th April, to all the Shipping Act of 1873 in not rendering any Shareholders on the London Register, and On the same night at about 11.30 p.m. assistance whatever to the S. S. Bentan, that Warrants be posted the same day to when about 14 miles S. E. of the Formosa and in not reporting the occurrence to the those on the Shanghai and Hongkong Re-

E. I E. course, the Officer in charge of the 3 The evidence of the Master of the Fair Benton sighted a bright light ahead and Penang regarding the supposed trifling shortly afterwards both side lights of a nature of the damage done to the S. S. steamer came into view. The helm of the Bentan cannot be accepted by the Court, as Bentan was thereupon ported half a point, he states his own damage to have been of a but as the other steamer continued to come | serious nature, and it is a well-known fact | To Capitaldirectly on towards them the helm was that the vessel receiving a blow on her broad-side-must necessarily sustain much When the Fair Penang was getting very greater injury than the vessel inflicting the

Fair Penang struck the Bentan on the port | it was the bounden duty of the Master of side just abaft the after engine-room bulk- the Fair Penand to have remained by the head. The vessels remained in contact for Bentan, and that by doing so he would a few seconds only, the Fair Penang after- have neither hazarded his ship or jeopardiz-

the Bentun foundered in from 10 to 13 | Considering all the circumstances of the minutes after the collision within from 8 to | case, and making every allowance for the 9 miles from the nearest land, and more position in which the Master was placed, than half of her crew and passengers, in- the Court can come to no other decision cluding her Master, Chief Engineer, and than to cancel the Certificate of John S. Harrison as Master, and the said Certificate To Sunley Creditors

that about half-past 11 p. m. on the same | The Certificate of John Wilson, Chief night when steering a N. W. course he saw | Engineer, is herewith returned but the a bright light just on his starboard bow, Court is of opinion that as he was the only and in about 8 minutes afterwards he also other European Officer on board he might made out a steamer's green light. The have used stronger endeavours to induce white light appeared to keep steady in the the Master to stand by the sinking ship, By Of the Furniture and Fitsame position, but if anything slightly to more especially as there was no appearance the castwards, and the green light was of water flowing into the Engine-room. The visible all the time on the starboard side. certificate of the surviving officers of the

were getting close to each other the green | The Court desires to direct the attention light suddenly disappeared and a steamer of Government to the insufficiency of lifewas seen heading about South, and coming buoy and boat accommodation in local By Cash on Deposit at Instraight on for the bridge of the Fair Pen- , passenger steamers and also to the necessity and on the starboard side. The helm of of making a more thorough examination of

> THE CHINA SHIPPERS' MUTUAL STEAM NAVIGATION COM-PANY LIMITED.

The following is the Report of the Directors of the China Shippers' Mutual Steam Navigation Co., which was to be submitted at the Fifth Annual Ordinary General Meeting of Shareholders, held at the Cannon Street Hotel, London, on Monday, the 18th day of April, 1887:—

The Directors have the pleasure to submit the General Balance Sheet and Profit and Loss Account for the year ending 31st December, 1886, duly audited. The net profit, after providing

for the general expenses for the current year, including Directors' Fees, Income Tax, Interest, &c., amounts to 19,753 3 8

To 'Depreciation and Boiler' To 'Preliminary Expenses' (being balance at debit of) . . 1,500 0 0 On account of Office Furniture and Fittings . .

This sum it is proposed to apply as fol-

In payment of a dividend at the rate of 12s. per Share, free of Balance to be carried to New

£16,763 3 8 The working of the Company's vessels during the past year has been carried on without accident of any kind, and, the Directors believe, to the satisfaction of all

their shipping friends. The 'Kaisow' has fully confirmed the expectations formed of her capabilities and earning power, and has proved a most valuable addition to the Company's Fleet. In order to keep pace with the times, and to meet the expressed desire of several very influential supporters of the 'Mutual Line,' the Directors have built the fast and powerful boat, 'Moyune,' which sailed on the 11th March, with a full cargo for the Straits and China. She is commanded by Captain Hogg, well known in the China trade, and it is intended that she shall lead at Hankow,

The Company's Fleet now consists of :-The S.S. Moyune, Capt. Hogg . Kaisow, Capt. Thomson 2,958 Ching Wo, Capt. Machugh 2,399 Ningchow, Capt. Castle 2,708 Oopack, Capt. Juques

SHARE LIST -QUOTATIONS

at the opening of the Tea season,

to be attributed to the wrongful act and built expressly for the trade, with every default of John S. Harrison, Master of the known improvement and labour-saving aping of the Court which enquired into the 15 of the Board of Trado Rules and Regula- Nothing is wanted but the continued and

According to the evidence adduced the failed to port his belm, when according to The following Directors retire on this 8.8. Bentan, official No. 67,979, belonging the whole mass of evidence (with the single occasion, but, being eligible, offer themto the Port of Singapore, sailed from exception of his own unsupported state- selves for re-election :- Mr A. Deacon and

The retiring Auditors. Messrs Baker & Ruddderforth, and Mr Jamieson Elles, offer

gisters respectively.

ALBERT DEACON. London, 7th April, 1887 269 Shares fully paid-£15 per Share has 7,514 Shares on which 6 £10 per share has been called

up., £78,140 0 0

By Net amount of payments

To Insurance Fund 10,753 3 £222,853 10 10 £ a, d By Preliminary Expenses Sundry Debtors

> Cashat Bankers and in £222,853 10 10

PROFIT AND LOSS ACCOUNT TO 31ST DECEMBER, 1886. To General Expenses, including Remuneration to Directors and Auditors, Rent, Salaries, Income Tax, Stationery, &c., £3,980

Balance from last Account,...£12,608 5 0 perses (Amount Written off 500 0 0 Credit of Depre ciation and Boiler

.. Profit realized on completed Voyages, ...25,626 13 4 We certify that we have examined the above Accounand Balance Sheet, with the Vouchers and Books of the Company, and find the same to be correct.

BAKER & RUDDERFORTH, Public Accountants & Auditors, Billiter House, E.C. AMIESON ELLES. Leadenhall Buildings, E.C.

THE KOWLOON FERRY.

STEAM-LAUNCH MORNING STAR

Runs Datty as a FERRY BOAT between Peddar's Wharf and Tsim-Tsa-Tsui at the following hours:-This Time Table will take effect from the 15TH APRIL, 1887.

Leaves Kiloon, Leaves M.K. Leaves Kiloon, Leaves H.K. 6.00 a.m. 7.00 a.m. 6.00 a.m. 7.00 a.m. 7.30 , 8.00 , 10.15 ,, 12.30 p.m. 11.00 ,, 12.45 P.M. 1.00 ,, 12.30 P.M. 1.15 P.M 4.00 4.30 5.35 " 7.00 ,, 6.45 ,, 7.00

* There will be no Launch on Monday and Friday, on account of coaling.
The above Time Table will be strictly adhered to, except under unavoidable circumstances. In case of stress of weather, The the loss of the s. s. Bentan is directly | five Steamers, all of the highest class and due notice will be given of any stoppages.

May 16, 1887.

Closiny Quotations,

POSITION PER LAST REPORT. Reserve. Balancec. f ward Last Dividend 25,313.43 at 30/ for year working a/c to Dec. 31/86 25 % prem., cash, sellers Hongkong and Shanghai Bank Corp. 60,000 5 North-China Insurance Co., Ld..... Yangtszo Insurance Company, Ld.... 3,000 £ Uniou Insurance Society Co., Ld.... 10,000 \$ Ohina Traders' Insurance Co., Ld.... 24,000 \$ 3,059.76 7 % for 1886 Tls. 109 314,012.96 \$6 p. sh. /85 \$80 per share, buyers 187,524.75 20 % P annum \$69 494,405.00 10 % for 1885 \$74, buyers 125,771.29 8 % for 1886 \$230 per share, sellers 2008 28,711.50 1,000,000|3 328,567.46 \$27.50 for '85 \$432\ 11 sales 612,500 3 243,738.44 \$ 6 for 1885 | \$89 Singapore Insurance Company, Ld. 40,000 \$ The Straits Fire Insurance Co., Ld. 20,0 0 \$ \$20, nominal The Straits Insurance Co., Ld., 30,000 200,000 \$ 75,832.52 829, buyers STEAMBOAT COMPANIES. HK: C. and M. Steamboat Co., Ld. 40,000 11,410.4 6 % half year 91, nominal Douglas Steamship Co., Limited 20,000 8 \$50 per share, buyers Indo-China S. N. Company, Limited 18, 387 4,387.5.9 7 % for 1885 10 % dis., sellers against FIRE at Current Rates China and Manila S. S. Co., Ld. 3,500 \$ 40 discount MISCELLANEOUS, H'kong & Whampor Dock Co., Ld. 12,500 4,260.12|16 % for 1886|188, Aug., sellers HK. and China Gas Co., Limited. 1 5, 100 £ 10 % and 2 % \$130 per share, buyers, fully 1,527.3.11 bonus for 34 9,177.31.1 £ Hongkong Hotel Company, Lt. ... 3,000 3,000 ahs. issued China Sugar Company, Limited 15,000 13,781.53 12 % for 1886 \$125 Hougkong Ice Company, Limited ... 5,000 i Hongkong Bakery Company, Ld ... 600 i Luzon Sugar Company, Limited ... 7,000 i Perak Sugar Cultivation Co..... 5,000 Tl 12 % for 1886 (50 buvers er div., nominal 514.58 1 % for 1886 \$110 129,303.18 None sellers Perak Tin Mining & S'ting Co. 5,000 \$ Punjom & Sunghie Dua Samatan 3 40,000 \$ Mining Co. HK. & Kow. What & Godown Co. 17,000 \$ \$10, June, nominal H'kong Rope Manufactory Co., Ld. 3,000 s A. S. Watson & Co., Limited. 3,800 s HK. High-Level Tramways Co., Ld. 1,250 s \$45 per share, nominal 2,730.09 13 % for 1886 55 % prem., buyers 12 % prem.

Chinese Imp. (Ch. Bank Loan) 1885 2790 * Equalisation of Dividend Fund,

1884 C.....

Chinese Imperial 1884 B.....

+ Depreciation and Insurance Fund.

June 16& Dec. 10

Oct. 15

March & Sept.

Jan. 18

Rates of Int

... T700,000 Tl. 250

5 % prem.

0 % prem.

> prem.

Mails.

5. From P. and O. Co.'s Office to Peddar's Wharf.

6. From Peddar's Wharf to the Naval Yard.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOTS POSTE FRANCAIS.

STEAM FOR BAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, SUEZ. PORT SAID. MEDITERRANEAN AND BLACK SEA PORTS. MARSEILLES, AND PORTS

OF BRAZIL, AND LA PLATA: HAVRE, BORDEAUX. LONDON, DUNKIRK AND ANTWERP.

ON THURSDAY, the 26th of May, 1887, at Noon, the Company's S.S. SAGHALIEN, Commandant HOMERY, with MAILS, PASSENGERS, SPECIE and OARGO, will leave this Port for the above places. Cargo and Specie will be registered for London as well as for Marseilles, and ac-

cented in transit through Marseilles for the principal places of Europo. Shipping Orders will be granted until Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 25th May, 1887. (Parcels are not to be sent on board; they must be left at

Contents and value of Packages are re-For further particulars, apply at the Company's Office. G. DE CHAMPEAUX.

the Agency's Office.)

Hongkong, May 13, 1887. Occidental & Oriental Steam-Ship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, THE OVERLAND RAILWAYS.

ATLANTIC & OTHER CONNECTINGS STEAMERS. THE Steamship SAN PABLO will be despatched for San Francisco, via Yokohama, on THURSDAY, the 2nd Proximo, at 3 p.m.

Connection being made at Yokohama, with Steamers from Shanghai and Japan All Parcel Packages should be marked to address in full; and same will be received at the Company's Office, until 5 p.m. the

day previous to salling. RETURN PASSAGES .- Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within six months, will be allowed a discount of 20 % from Return Fare; if re-embarking within one year, an allowance of 10 % will £26,861 3 5 be made from Return Fare. Pre-Paid Return Passage Orders, available for one year. will be issued at a Discount of 25 % from Return Fare. These allowances do not apply to through fares from China and Japan to Europe.

> destined to ports beyond San Francisco. should be sent to the Company's Offices. addressed to the Collector of Customs, San Francisco. For further information as to Freight or Passage, apply to the Agency of the Company, No. 50a, Queen's Road Central.

> > C. D. HARMAN,

Consular Invoices to accompany Cargo

Hongkong, May 14, 1887.

NORDDEUTSCHER LLOYD. NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN SUEZ, PORT SAID, TRIESTE, BRINDISI, GÉNOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANTE, BLACK SEA & BALTIC PORTS:

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE. N.B.—Cargo can be taken on through Bills

of Lading for the principal places in ON THURSDAY, the 9th day of June, 1887, at 4 p.m., the Company's 1887, at 4 p.m., the Company's Steamship SACHSEN, Captain TARGER, with MAILS, PASSENGERS, SPECIE,

and CARGO, will leave this port as above.

calling at GENOA. Shipping Orders will be granted till Noon, Cargo will be received on heard until 4 p.m., Specie and Parcels until 3 p.m. on the 8th June. (Parcels are not to be sent on board; they must be left at the Acency's Office). Contents and Value of Packages are required.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess. For further Particulars, apply to MELCHERS & Co.,

Hongkong, May 14, 1887.

Insurances.

NORTH BRITISH & MERCANTILE INSURANCE COMPANY. THE Undersigned, ACENTS of the above Company, are authorized to Insure

GILMAN & Cc. Hougkong, January 1, 1882.

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTEP OF His Majesty King George The First. A. D. 1720 THE Undersigned having been appointed

Agents for the above Corporation are prepared to grant Insurances as follows:--Marine Department. Policies at current rates, payable either here, in London, or at the principal Ports

of India, Ohina and Australia. Fire Department. Policies asued for long or short periods at current rates.

Life Department. Policies issued for sums not exceeding £5,000 at reduced rates. HOLLIDAY, WISE & Co. Hougkong, July 25, 1872. 496

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing at Green Islan i. Vessels near the Hongkong shore are marked, h., near the Kowloong shore k., and those in the body of the

Shipping or midway between each shore are marked c., in conjunction with the figures denoting the sections.

Section. 1. From Green Island to the Gas Works. 2. From Gas Works to Jardine's Wharf. 3. From Jardine's Wharf to the Harbour Master's Office. 4. From Harbour Muster's to the P. and O. Co.'s Office.

7. From Naval Yard to Blue Buildings. 8. From Blue Buildings to East Point. 9. From Kellett's Island to North Point. 10. Kowloon Wharves. 11. Jardine's Wharf.

-	Vessel's Name.	Ancho	Captain.	Flag Ri		Tons.	Date Arri		Consignees or Agents.	Destination.	Remarks.
	Steamers	J			Heri Andr			1 - N 3 - N			
A	byssinia		Marshall	Reit	str.	2254	May	71	Adamson Dall & Ol		
Ā	lwine	3 с	Samuelson	Ger.	str.	400	May	15	Adamson, Bell & Co. Wieler & Co.	Haiphong	Ab'deen Docl
$\cdot \mathbf{A}$	shington	4 h	Revnells	Brit.	str.	l ·	May	15	Siemssen & Co.	Chefoo & Nohwang	Tomas
В	orneo envonue	3 h	Wilkens	Datch	etr.		May		Jardine, Matheson & Co.	Amoy	18th inst.
B	envenue	8 հ	Thomson	Brit	str.		May	11	Gibb, Livingston & Co.		
C	hangaha	2 cl	Williams	Brit	str.		May	8	Butterfield & Swire		
C	hing-wo ity of Peking	ე () ნ ზ	Machugh	Brit	str.		May	4	Arnhold, Karberg & Co.		
Č	rusa der	7 h	Oraton	Amer.	str.		May Nov.		P. M. S. S. Co.		24th inst.
	an sh Monarch				str.		Feb.		Siemssen & Co. Adamson, Bell & Co.	464444	Wanchai
\mathbf{F}	nyow	$3 \; \mathbf{h}_i$	Buchanan	Chi:	str.		May		C. M. S. N. Co.	Swatow	Patent slip To-day
G	eneral Worder	10	Schue-mann	Ger.	str.		May		Melchers & Co.		7
G	laucus	5 c	Hannah	Brit.	str.		May		Butterfield & Swire	London, &c.	To-morrow
()	reyhound	3 11	Wright	Brit.	str.	227	May		Adamson, Bell & Co.	Hoihow. &c.	To-morrow
	ailoong esporia				str.	277	May		Douglas Steamship Co.	Amoy and Tamsui	K'loon Dock
	higeuia				str. str.	1137 1059	May		Siemssen & Co. Siemssen & Co.	Singapore	To-day
M	arcia	3 0	McIntosh	Brit.	str.	1060			Takasima Colliery Agency		
M	arie		Schaefer	Ger.	str.	-704	May		A. R. Marty	Haiphong	Kloon Dock
М	eBeth		Kunath	Brit	str.	92L	May	. 7	Order of the second second		Cos'tan Dock
N	ampai	5 h	Pocock	Brit.	str.	826	May	13	Douglas Steamship Co.	Coast Ports	To-morrow
U T	restes) C	Hutchinson	Brit.	atr.	1323	May	15	Rufterfield & Swire		
P	arunia	3 6	Williams	Brit. D-ie	str.	2035	May	14	Adamson, Bell & Co.		
P	lot Fish	i bla	Stanani	Drit. Reit	SUL.	161	мау	14	Adamson, Bell & Co.		
$\hat{\mathbf{P}}_{0}$	ort Augusta	3 c	Hogg	Brit.	etr.	1053	May		H. K. & W. Dock Co. Adamson, Bell & Co.		
r	ort Victor	3 C	Williams	Brit.	str.	1878	May	10	Siemssen & Co.		
P	rotos	3 -cl	Sörensen	Ger.	str.				Eduard Schellhass & Co.	Singapore	18th inst.
S	dtee	3 h	Roze	Fch.	etr.	323	May	14	A. R. Marty		To-morrow
S:	a Gull	5 0	U. Lesbirel	Amer.	etr.	48		·	China Traders Insurance Co.		For sale
OI T	gnal	0	Bruhn(Ger.	etr.				Siemssen & Co.	Hothow, &c.	To-morrow
	heran				str.				P. & O. S. N. Co.	Kobe & Yokohama	20th inst.
	itos				str.	1142	Mov	10	Butterfield & Swire Siemssen & Co.	Daniel	
$\bar{\mathbf{v}}$	espasian	3 c	Stevens	Brit.	str.					Bangkok Baigon	To-morrow To-day
V.	ortigern	3 o 1	Brown	Brit.	str.	873	May	1.	Arnhold, Karberg & Co.		10-uzy
V	orwaerts	3 h	Bruhn(Ger.	str.	612	May	7		Tientsin	To-day
W	yvern	3 c	Brotherton	Brit,	str.	1107	May	9	Siemsen & Co.		To-morrow
X. V	ingtsze	s h	Startingi	Brit.	str.	814	May	16		Shanghai	To-morrow
Ž,	orkshire	, ,	rnoid	Brit. D-::+		1426	May	; Z		Saigon	
E.J.O	MLU		Lat 000	Dru.	Btr.	010	prah	70	Russell & Co.	Amoy & Manila	18th inst.
								1			
	Sailing Vessell										
							/				
Αı	nphitrite(k k	Anderson	Brit.					Carlowitz & Co.	Havre & London	
At C:	ton Gunthert	K.		er.	bqe.	441	Feb.	11			
⊖a Ch	rin	· · ·	icuistadins	owed.	սզթ.	472	April ·	30	Malchers & Co.	*******	Cos'tan Dock
H).	ntinental		nderson	amer. Reit 1	EII.	.1008 . Ω10	May M	13 0	Urder Gilmon & C-		
Ēι	doru	ءِ 1 ا	Fulton	Brit 1	poe-l	1142	Anril	20	Chinese		A 1.7.3 - 4 - 3.5.4
F,	H. Drews	c I	Rothbart	er.	oqe.	62 3	Mar.	20		Portland, Oregon	Ab'deen Dock
H	utio E. Tapley 5	k 1	elfer I	Brit. 1	oqe.	907	Mar.	31	Captain	- or mann's OleRon	
\mathbf{H}_{0}	inrich	lı l	Bannau	er, l	bae.	923	Mar	27	Darlowitz & Co.	London & Hamburg	BANKS IS
屰	dra 4	c I	3inge[C	er i		785	May	13	Siemssen & Co.		
∌0 r:	hn C. Potter	c	Hirtis	kmer.	ធ្យា-	1182	Dec.	7		New York	
M.	lian	CL	Tarring	18W.	oge.	340 010	Aprii M	7	Consalves & Co.	Honolula	
 М	inhegan	In F	anlan	smor, 1 Brit 1	Mar.	1143	Mar.	10		NT 17-1	
M.	entone	I E	kafnil	Norw. 1	oge.!	769	Anril	25	Jantain	New York	Κ η ₀₀₀ τι 1
M,	ercury	c E	anno	lmer.	sh.	1156 i	Mar.	130	Order		K'loon Dock
Pe	nshaw	ck	arker I	3rit. l	oge.	729	Feb.	10	Melchers & Co.	Victoria, V.I.	
3p	nshaw	k C	arrickE	Brit. 1	ich.	325	May	3	Siemssen & Co.		. The first real first is
lη	Hongkong2	c E	rutcherS	iam.	sh.	636	April	300	lhinese		
V €	locity	H D	tartinE	orit, k	qe.	491	May	· 4 (ionsalves & Co.	Honolulu	
71	**************************************	_H}		orit. DQ	mu.	, 300	ADIII .	14	10 10 10 10 10 10 10 10 10 10 10 10 10 1	was a subject to the first of the sub-	经免帐 化二氯基酚 医原体
vv: Zo	ung Siam2	, T	Coole	linm î	الميم	CAT	М	701	The Table 1	(1) \$P\$ (1) \$	· 一个一个

Mer Britannic Majesty's Ships on the Chica Station.

Name.	Elig.	Tons.	Guns.	I.H.P.	Captain.	Where at.
lacrity	despatch-vessel	1400			Captain R. Blair Maconochie	Hongkong
udacions*	double-screw from frigate	6010	10	4330	Capt. Robert Hastings Harris	Nagasaki
hampion	corvette	2380	14	2340	Captain A. T. Powlett	Johore 7
leopatra	corvette	2380	14	2610	Captain L. C. Keppel	Johore y LCC
ookchafer	gunboat	465	4	470	LioutCom. H. H. Boteler	Hongkong
onstance	corvette	2380	14	2590	Capt. Seymour Dacres	Yokohama
laring	sloop	940	1	920	Captain A. H. Boldero	
sk	gunboat	360	3	340	The state of the s	Hongkong
apoir	guuboat	465	4.4	470	Lieut. Com. H. R. Adams	In reservo
irebrand	gunboat	455	4	460	LieutCom. Denison	Singapore
leroine	corvette	1420	8	1470		Hongkong
eander	cruiser	3750	10	5000	Captain Chas. J. Balfour	Hongkong
innet		756	,		Captain M. J. Dunlop	Nagasaki
lorlin	gun-vesse		5	1050	Commander W. Marrack	Hongkong
lidge	gnnboat	430	4	430	LieutCom. W. M. Maturin	Hongkong
	halk	608		40.5		Hongkong
ambler	aloop	830	3	690	Commander W. U. Moore	Hongkong
apphire	corvette	1970	12	2360	Captain R. G. Kinshan	Swatow
atellite	oruiser	1420	8	1400	Captain Arthur L. Alington	Hongkong
olent	torpedo mining launch	150	: —			Hongkong
wift	gun-vessel	756	5	1010	Commander A. O. B. Bromley	Hongkong
weod	gunboat	360	3	340	11865 (1885)	In reserve
ictor Emanuel	receiving ship	5157	14		Commodore Maxwell	Hongkong
anderer	gunboat	925	4	750	Captain Orford Churchill	Johore
7ivərn 🐰	turret-ship	2750	4	1450		Hongkong
ephyr	gunboat	438	4	530	LieutCom. Chas. K. Hope	Hongkong

* Flagship of Vice-Admiral Vesey Hamilton, Commander in-Chief.

.25 For H. B. M. Ships' tourage, displacements and effective horse powers are given according to H. M. Navy list.

Foreign Men-of-war on the China and Japan Station.

Name.	Flag and Rig.	Tons.	Guns.	H.P.	Captain.	Where at.
ragon	Spanish cruiser	1908			Captain D. E. Zulnaga	Manila
∟spic .	French gunboat	470	4	450	Commander Rupe	Amor
urcra	Austro-Hungarian cruiser	1430	-		Captain Franz Muller	Swatow
rooklyn	U. S frigate	3900	14	1200	Flagship of Admiral Chandler	en route Hongkong
omète	French gunboat	475	4	450	Lieut. Dommander Noiret	Haiphong
mitry Donskoy	Russian frigate	6000			Captain N. Scrydioff	Nagasaki
ssex	U. S. corvette	1375	6	900	Commander Jewel	Shanghai
aguar	French gunboat	445	2	270	LieutCommander Fouet	Haiphong
utin	French gunboat	485	4	425	Captain Nény	Haiphong
Inrion	U. 8. corvette	1900	7	1170	Commander Merrill Miller	Yokohama
Concessor	U. S. alcop	1370	6	1470	Commander H. Glass	Yokohama
[ordj	Russian gunboat	455	7	60	Commander Moltsoff	Corea
autilus	German gun-vessel	755	4	- 600	Captain von Hoven	Nagasaki
ayezdink	Russian oruiser	1330	9	250	Captain Zarine	Negasaki
maha	U. S. corvette	2400	12	1150	Capt. Courtis	Nagasaki
801 <i>6</i>	U. S. gunboat	420	6	500	Lieut Com Thomas Nelson	Akanoura
arseval	French gunboat			4 X 🔼 🔠		Tonkin
luvier	French gunboat	540	1	420	Lieut Commander Poidione	Haiphong
rimauguet	French cruiser	2200	15	227C	Captain Veron	Shanghai
apido	Italian cruiser	1458	5		Captain F. Grevalt	Tonkin
io Lima	Portuguese gunboat	540			Captain Raphael d'Andrede	
obr-	Russian cruiser	1100	, Tanana		Captain Menachicoff	Hongkong
ynda	Russian cruiser	8000	18 8 18 18 V		Captain Th. Avellan	Nagasaki
votch.	Russian cruiser	900	1	1000	Commander Suchrieff	Nagasaki
obol	Russian gunboat	Sales and the second	*	The company of the	·····································	Cores
amega.	Portuguese gunbost	40 0 610	5.5	500	Commander P. I. Gouyeia	Japan
urenne	French frigate	5880	12		Sond who reversely a property of the control of the	Timour
estnik	Russian corvette	1330	*: * * * * * *	4250	The state of the s	Nagazaki
ipare			生产 类	a Date	Captain Lang	Nagasaki
ostock	French guuboat	480	4	425	Capt. de Maroller	Amoy
olf.	Russian gunboat Garman gunboat	384	6	- 340	Captain Josselike	Viadirostook Canton

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